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THE Motorcycle Illustrated

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Devoted to the Development of Motorcycling in America

Published Monthly by the Motorcycle Publishing Co., Drexel Building, Cor. Wall and Broad Streets, New York
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VOL. III No. 1 NEW YORK, JANUARY, 1908 Price 10 Cents

v. 3
1908
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"The two-speed geared machines created much admiration"

Motor Cycle, Sept. 4. '07.

Referring to the A. C. C. 6 days' trials, the same journal says:—

It is interesting to note that all those machines fitted with two-speed gears climbed Birdlip Hill without their drivers dismounting. All the gears were in sound condition at the end of the trial, and despite the arduous nature of the trials, not one of the five users of variable speed gears could complain of any such serious defect as a broken or defective part. The two-speed geared machines created much admiration from all who watched their performances, especially in respect of easy starting and the magnificent way in which they tackled every hill they had to encounter from Birdlip downwards.

The three N. S. U. machines went through the whole trials without the loss of a single mark, two of which were fitted with TWO-SPEED GEARS.

A private owner writes:—

Water Commissioner's Office,
DUMFRIES, 26th July, 1907.

Messrs. the N. S. U. Cycle and Motor Co.

Gentlemen—I find your two-speed gear to be an excellent one, this being the first replacement during a twelve months' hard running, and for trailer work and easy starting it is indispensable and I would not now be without it. I have shown many cyclists here the ease with which the engine can be started on the low gear and they were astonished. I can start with passenger on any of the hills round this locality with ease.

Yours faithfully,
(Signed) NIGEL B. WILSON.

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- Eastern New York, Northern New Jersey and Connecticut—Mr. J. F. McLaughlin, 148 East 49th Street, New York City.
- n New York State—Messrs. Clarke & Neal Co., 643-5 Main Street, Buffalo, N. Y.
- Michigan—Mr. F. Kicherer, 206 St. Aubin Avenue, Detroit, Mich.
- Kansas, Missouri, Iowa and Nebraska—Mr. E. M. Brotherson, 529 Joplin Street, Joplin, Mo.; Messrs. The Sellers-Bury Co., 1207 McGee Street, Kansas City; Messrs. The Southside Cycle Co., 1701 S. Broadway, St. Louis.

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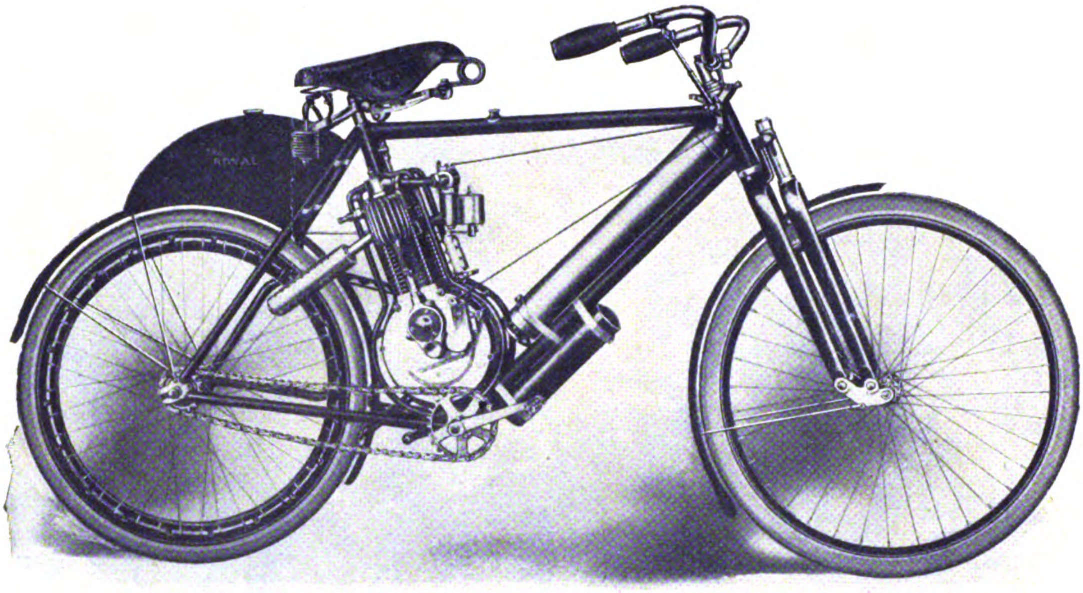
- Wisconsin Mr. F. A. Bremer, 613 North Avenue, Milwaukee, Wis.
- MASSACHUSETTS Messrs. The Victor Motorcycle Specialty Co., 258 Columbus Ave., Boston.

T' C L

ALWAYS - THERE IS A HAPPY MEDIU

One that avoids extremes—one that is not overdone or undone—one that is not half right and half wrong, but which is exactly right and which because of the fact

APPEALS TO THINKING MEN



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It is all right, as you very readily will discover if you will but take the trouble to inquire and investigate.

ROYAL MOTOR WOKRS, WORCESTER, MASS.

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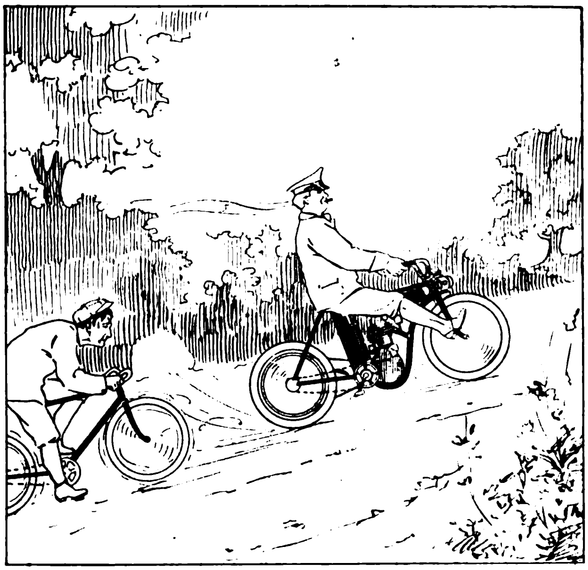

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THE G. H. CURTISS BASE BALL TEAM.

Editorial

BY a subscriber who says he is a machinist and repairer and dealer in bicycles: "Send me a copy of Keller's book on the "Care and Management of Motorcycles" and renew my subscription to your very excellent paper. I like your paper alright, although the motorcycle I ride is a bicycle. I expect to have THE THING shortly if I have to build it myself."

This is the attitude of many of the readers of THE MOTORCYCLE; they have outgrown the bicycle and want that which this paper stands for only, and that is the MOTORCYCLE.

Two years ago January, 1906, this paper was launched on an untried sea, and a sea that was but little agitated. There were but a few struggling manufacturers with the courage of their convictions and but little capital who were striving to make the people appreciate the merits of the motorcycle. Crude and noisy machines that they were, they did not appeal to the public, but as improvements were made and nuisances abated the populace began to notice the little brother to the auto. .

The police found them of value in their pursuit of law breakers.

The rural free delivery letter carriers found them great time savers, and the mercantile houses handy for the despatch of their wares.

Now, beginning the New Year, there are some dozen or more fully capitalized and equipped manufacturers in the field looking for recognition, and those who display to the riders of motorcycles the superiority of their machines will be the ones that will pay the biggest dividends to their stockholders.

THE MOTORCYCLE ILLUSTRATED is an attractive medium for their use, and is not interested in the bicycle nor does its columns or its representatives waste any grey matter on the automobile, but put all their energies into the cause of the motorcycle, and will continue to do so for some time to come.

See our inducements for subscripting to THE MOTORCYCLE. Any combination of periodicals you may name we can furnish at reduced rates. Write for particulars.

Bound volumes of THE MOTORCYCLE for 1906 and 1907 may be had for $2 each volume. Sent prepaid to any address.

A happy and prosperous New Year to our readers and patrons is the wish and belief of the publishers.

Prophesies Big Motorcycle Season.

That a short period of financial depression will be helpful to the motorcycle industry is the firm belief of one of the largest handlers of the little fellows. "Although the times are supposed to be hard," he says, "we are selling machines not only here in New York in our retail store, but all over the country. We look forward to a very good motorcycle season indeed. We have predicted all along that when a financial depression or reaction came there would be a large number of people who would consider giving up their automobiles and purchasing motorcycles. As everyone knows, many of those who own automobiles ought to be lifting the mortgages on their houses. This class of people will drop the four-wheeler and spring over to the two-wheeler exactly in proportion as the financial conditions of the country becomes more depressed."

Bicycle Industry Not Affected.

Manufacturing concerns of all sorts are taking account of themselves these days, examining the bruises they have already received, and getting into shape to withstand further body blows. But there is one industry that promises to come out of the financial depression in much better shape than when the clouds began to portend heavy weather. As it is, first and foremost, a measure of economy, the motorcycle attracts more attention when hard times threaten than when the country is so prosperous that there are not enough automobile catalogues to supply the demand.

A representative of a leading Western jobbing house who is just in from a six weeks' trip, says that the wheel trade is in excellent shape, if business in general is not in the best of condition.

"I do not mean," said this gentleman, "that the motorcycle is not affected in any degree whatever, but it is not affected to the same extent as other lines. For one reason, the country dealer is seldom as large a man as merchants in other lines, and he is not usually a borrower from the banks to any great extent.

"I found in calling on large hardware houses that while they were curtailing their purchases in other lines, they were not adopting the same policy toward motorcycles. And I do not think they are unwise in this respect."

THIS is an age of speed, to which the automobile adds the finishing touch, yet it is through the modest motorcycle that speed maniacs are now controlled and taught due respect for the law. That wheel-mounted officers furnish the solution of a momentous problem was slowly grasped by the police authorities, but the lesson has been learned very thoroughly. Wheel squads, which were dying out a few years ago, are being formed all over the country, and those already organized are held in such high favor that the tendency is to increase the size of such details as rapidly as possible and mount them on motorcycles.

Inquiries made at police headquarters in the one hundred largest cities of the United States show that more than half of them have or will have wheel squads at once, and the following tabulation furnishes some interesting comparisons:

New York, N. Y., 15; Philadelphia, Pa., 28; St. Louis, Mo., 2; Baltimore, Md., 1; Bufflao, N. Y., 4; San Francisco, Cal., 2; Detroit, Mich., 4; Milwaukee, Wis., 1; Newark, N. J., 5; Rochester, N.

Y.; Toledo, Ohio, 6; Worcester, Mass., 3; Wilmington, Del., 2; Los Angeles, Cal., 6.

The first surprise in the table is the absence of any figures from Chicago. While New York leads all the other cities, and Commissioner Bingham's office reports that the number of motorcycles is to be increased to thirty at once, the second city in the land has neither bicycle or motorcycle owned by its police department.

Washington, D. C., according to Major Sylvester, superintendent of the capital's metropolitan police, was the first city in the United States to establish a wheel squad. Each of the sixty officers performs two tours of duty a day, and their bicycles are fitted with speedometers which are regularly tested and which are accepted as evidence in court.

Chief E. P. Creecy, of St. Louis, is an enthusiast on the value of motorcycles to prevent scorching. He says: "The motorcycle has been in use here for the past six months, and the department would feel greatly handicapped if deprived of their valuable services. I am sure that I voice the sentiment of all members of the department in saying that they surpass by far the automobile in point of police service, and are far less liable to break down or injury in the pursuit of a scorcher. In actual line of duty a machine has made 45 miles an hour on one of the city's streets."

Superintendent of Police Regan, of Buffalo, keeps his bicycle squads on duty from May to November, and he considers them a most important auxiliary to the force. "My motorcycle men," he says, "are posted on the outskirts of the city covering the boulevards and park approaches, those being the places where the speed laws are most likely to be violated. The bicycle men work in the more central part of the city, enforcing the traffic ordinances in general, such as looking after peddlers and hucksters operating without license, corner loungers. etc."

Philadelphia has twenty-eight regularly detailed motorcycle officers, and twelve patrolmen on bicycles. "The machines have proved to be of inestimable value to the bureau in suppressing violation of the speed law on the part of automobile drivers," says Superintendent John B. Taylor, "and these machines have also demonstrated their worth as messengers and render good service in parades and other demonstrations. In fact, they are practically indispensable to-day as an adjunct to police business."

Chief Corbitt, of Newark, N. J., keeps his motorcycle men on streets used by automobiles and motorcycles from 2 till 10 p. m. Four bicycle men are on the main streets from 6 a. m. till 2 p. m., while the other seven bicycle policemen tour side streets and from 2 until 6 p. m. help the motorcycle squad in watching for speed violators. "While this branch is an experiment comparatively," says the chief, "it has been a decided success, as there are numerous arrests and convictions of violations."

The economical side of the question is well brought out by Chief of Police Kerr, of Los Angeles. "Motorcycle officers bring in $1,800 or $2,000 per month in fines," he says. "We have been able to hold down the speed fiends since getting them."

Chief of Police Biggy, of San Francisco, is another believer in motorcycles. He states that while his department is now able to cope with ordinance violations, previous to inauguration of motorcycle officers, he was helpless in rounding up persons who care nothing for speed laws on public streets and in parks.

Chief of Police Pullen, of Cambridge, Mass., expects to increase his present bicycle force. "I propose," he says, "to use ten officers and a sergeant as a bicycle squad, whose duties will be general police work, including special attention to regulating the use of the automobile in the city."

In speaking of his wheel officers, Chief Hayden, of Rochester, N. Y., says: "Previous to having such a detail, it was almost impossible to procure a conviction in police court. We use speedometers that are inspected by an experienced man once a week for accuracy." Much the same view is taken by Chief Janssen, of Milwaukee, who says that the motorcycle is more satisfactory than timing automobiles on a measured course by two officers with stop watches.

Toledo's four motorcycles are to be reinofrced at once by two more. "There is nothing better than a high-powered motorcycle," is the verdict of Toledo's department.

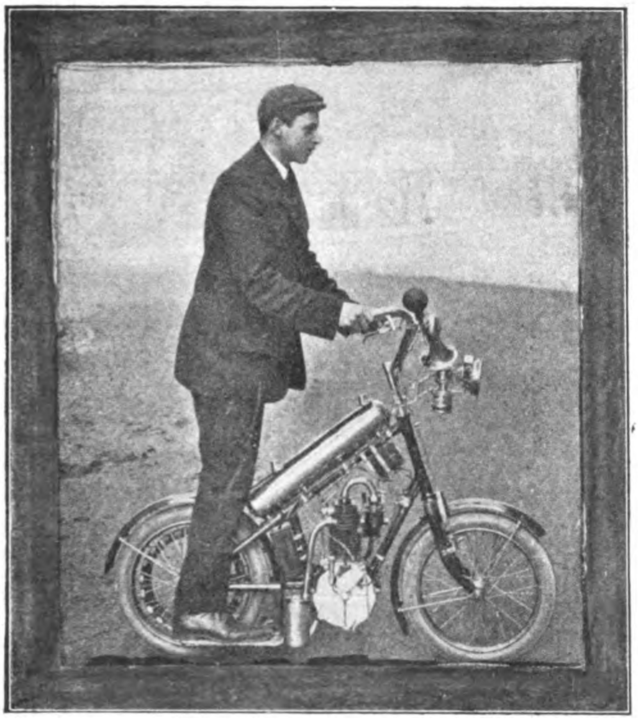
Marshall of Police T. F. Farnan, of Baltimore, states that several motorcycles are to be shortly installed in his department, to assist the single motorcycle and solitary bicycle officer now on duty.

AN M. M. EXPERT.

Springfield, Mass., also hopes to add two motorcycles in the spring.

Chief of Police Beach, of Wilmington, Del., claims that his motorcycle men not only do vastly better work in enforcing speed laws than foot men can, but they more than earn their own salaries in fines. Superintendent of Police Downey, of Detroit, makes much the same point by saying: "Many speed law violators have been overtaken by the officers and complaints made against them for violations who otherwise would have escaped us."

Chief of Police O'Connor, of Columbus, O., has requested two motorcycles, as he believes that they are just the thing for stopping automobiles from speeding. Others who heartily approve of motorcycle officers and who hope to see them added to their forces are L. B. Day, of Scranton, Pa.; E. H. Waterhouse, of Portland, Me.; J. B. Hutchison, of Paterson, N. J.; J. J. Donahue, of Omaha; Wm. Clemans, of Wheeling, W. Va.; W. G. Austin, of Savannah, Ga.; Chas. H. Goodrich, of Binghamton, N. Y., and Geo. M. Beach of Waterbury, Conn.



A British Freak Motorcycle.

An English motorcycle designer has produced what is appropriately termed a "stand-up" machine, although its real name is the Max. The wheels are very small, and the machinery is quite close to the ground. There is no seat, and the rider stands upon footboards which are on either side and slightly forward of the point at which the rear wheel comes in contact with the ground. As these boards have a clearance of not more than two inches, a poor or uneven highway might furnish the rider with the surprise of his life. A motorcycle upon which the rider can stand on one foot would seem to be the next problem for designers to attack.

M. M.'s in Police Service.

The American Motor Company have just filled an order for thirteen of their M. M. special 3½-horsepower motorcycles for the Metropolitan Park Commission, of Boston, Mass. These machines were equipped with the Loring speedometers and odemeters, with gear drive from rear wheel.

They have also an order for four of these splendid machines for the Worcester (Mass.) police. The Worcester police have been using M. M. motorcycles for the past three years. They had three in continual service during the season 1907 that have a record of 10,000 miles each. This proves the efficiency of the M. M. motorcycle and partciularly it's belt transmission, as the same belts are on these three above mentioned machines that were on them at the very beginning, and are good for some three to five thousand miles more easily.

They have recently made a contract to supply the Lowell (Mass.) Police Department for the season 1908, and also the Kansas City (Mo.) police force, and are negotiating with a large number of other cities, who doubtlessly will use the M. M.'s for the season of 1908. The Metropolitan Park Commission are also making arrangements to use two or three of the new M. M. twin cylinder 6-horsepower machines, which have a guaranteed speed up to 70 miles an hour.

Changes in the Ovington Company.

There have been lively times lately among the directors of the Ovington Motor Company, 2234 Broadway, New York, who represent the F. N. motorcycle exclusively in America. Mr. Earle L. Ovington, who originally obtained the F. N. contract and founded and built up the F. N. business in this country, first sold his entire interest in the company bearing his name and two weeks later repurchased it. It all came about in this way:

One of the three directors objected to the liberal policy pursued by Mr. Ovington in the management of the company. Mr. Ovington claimed, and it seems with very good reason, that his policy had made the F. N. what it was in America, and offered to buy the stock of the objecting director or sell his own interests. The latter arrangement was consummated and Mr. Ovington resigned as president.

Matters went on in the new way for just two weeks, at the end of which time the majority interests of the directors made Mr. Ovington a proposition to return. He agreed provided he could continue, as in the past, to dictate the general policy of the company. The result was that Mr. Ovington not only repurchased his former holdings but in addition a portion of the stock held by the remaining party interested. As the matter stands at present, therefore, and as it is likely to stand permanently, Mr. Ovington and a Mr. George A. Neumann—who has been associated with the company from the start, own the entire capital stock of the company. Mr. Ovington will continue to have entire executive charge of the management. The fact that he has reinvested his money in the F. N. proposition indicates his absolute faith in the future of the motorcycle he has so staunchly championed.

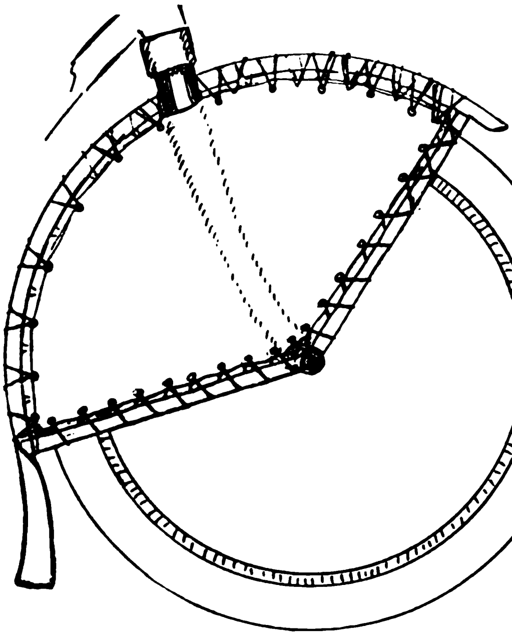
The officers of the company are: Earle L. Ovington, president; E. G. Neumann, vice-president, and G. A. Neumann, secretary and treasurer.

America, with all her motorcycle manufacturers, still furnishes a field for foreign makers. One importer expects to bring over a thousand of one well-known model for 1908.

The Growing Cycle Trade in England.

Owing to England's peculiar system of taxation, reports to government from industrial sources are much more full and complete than on this side, and such a showing of the cycle companies' dividends as has just been made public in England could not be compiled in the United States. While somewhat complicated by the fact that many of the leading bicycle companies also make motorcycles and motorcars, there is something very impressive about the 20 per cent. dividend announced by the Humber Co., Ltd. The frequent appearance of 15 and 10 per cent. dividends in the table, as declared by other companies, also look pretty good.

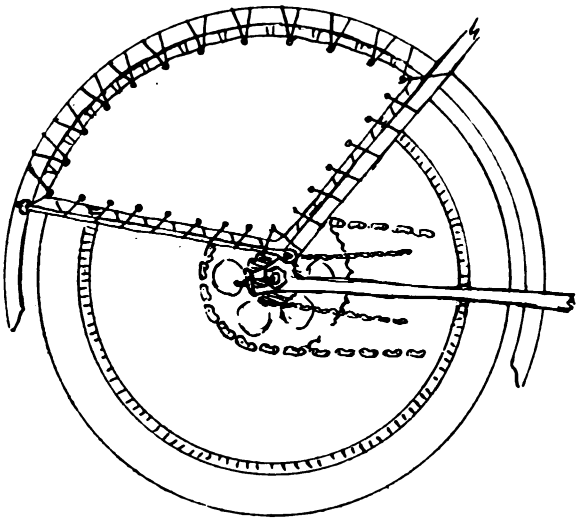
The last few years have worked wonders for the Humber Co. Only three years ago the ordinary one pound ($5) shares sold for one shilling six pence. Early this year the shares changed hands at fifty shillings, or $11.50, and are to-day worth thrity-six shillings, inclusive of a 20 per cent. dividend, at which they may be regarded as one of the safest securities in the cycle and motor stock market. In 1905 the company's profit was only 6,538 pounds. During 1906 the gains rose to 106,559 pounds, and for 1907 the profits are returned at 154,435 pounds. That the company is now in a very comfortable situation may be gathered from the fact that from its profits this year it carried 85,000 pounds ($425,000) to reserve, and carried forward 8,866 pounds ($44,330).



Suggestions on Mudguards for Winter Riding.

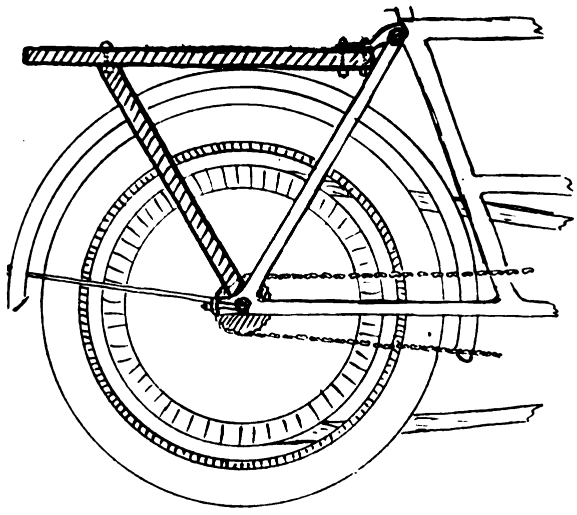
BY NORMAN TRUMPOUR.

THERE are many "all-year" riders of motorcycles who brave the wintry winds and make use of their machines as in the summer. When the streets are dry there is no discomfort outside of the temperature, but when the occasional thaw comes and the ground "slushes up" then there is the discomfort of free mud and water. Motorcycles have been brought to the point of perfection where it is no longer necessary to be a gas engine expert or mechanic to run one and keep it running, therefore it is wholly unnecessary to look and dress like a fireman on a locomotive whenever a spin is taken. Manufacturers have given some attention to the mudguards, and as a result nearly all machines have wide mudguards which do well enough in the summer, but which are rather inadequate to the demands of a slushy winter day. The result is a badly bespattered rider. There may be a streak of water up his back—particularly if he has a belt-drive machine—and his feet and legs are nearly always encased in mud. Spray often leaves the front wheel to be blown against the rider's face, hands and body and his clothing pays a trip to the cleaners before being presentable again. In fact, the rider presents a rather woeful appearance, and a change of clothing is necessary before he can present himself for business.



Recently I noticed a machine with both front and rear wheels encased between the mudguard stays with heavy canvas painted black. When the rider appeared he was neat and clean, although the streets were very sloppy, and upon being questioned he told me that his was an effective remedy for mud and his only spattering came from hitting ruts filled with water which sprayed outward and was blown back against his feet. The accompanying cuts give an idea of this ingenous arrangement which in no way detracted from the looks of the machine.

Another, rider of a Curtiss, had a somewhat different arrangement which, although slightly ill-looking, was very effective. He had arranged a piece of rectangular canvas on the down tube of his

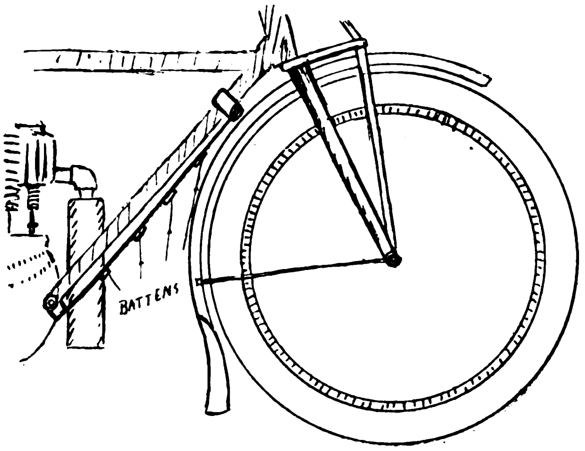


machine from the head of the frame to the crank case of the motor. The canvas was about fourteen inches wide and was held in position by stiff pieces of strap iron and several light wooden battens. Sketch No. 3 gives an idea of this arrangement, which the rider claimed kept *all* mud and water from the front wheel away from him. He further stated that it affected the cooling of the motor in no way, and was quite rigid and gave no trouble other than an occasional cleaning.

WINTER RIDING.

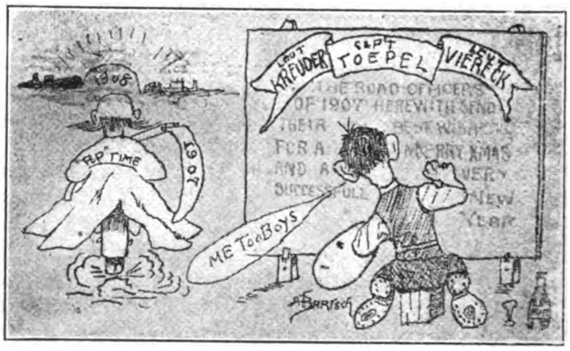
The fact that winter is here for its annual visit is no reason why the enthusiastic rider should lay up his machine and wait for spring again. There often come days when the rider whose machine is laid up regrets the fact. A ride through the parks of the big cities is to be greatly enjoyed if the rider is dressed warmly, and the only drawback is the constant fear of sideslip. Even this bugbear may be eliminated to a great extent by care on the part of the rider as to his riding and the selection and equipment of his mount.

A medium or lightweight machine with a low-powered motor and a gear of, say one to seven, is less liable to skid than the higher powered type. This is due to the more steady pull of the low gear and the weaker jerk of the smaller motor. The tires on the light machine are usually about 1¾ inches, and this small diameter sinks lower in the snow or mud and secures better traction. In all a lightweight machine gives better service to the winter rider than the high powered motorcycle, although the big machine can be made much safer by the addition of non-skid tires and a smaller pulley on the motor. A slack belt or loose slip sproket also help, as it lessens the jerk of the motor on the rear wheel.



Car tracks, always dangerous, are doubly so in winter, but it is hardly necessary to warn riders against this danger, as nearly everyone has had an encounter with a car track—usually much to their sorrow.

As to clothing, I find besides long leather leggings, sweater, face mask and heavy cap, that a three-quarter length overcoat is a welcome addition, for it keeps the upper part of the legs comfortable. A pair of knitted gloves under the gauntlets will keep the hands warm, while woollen socks help on the pedal extremities. After I had slipped around trying to start my heavy machine one day, a friend suggested that I get some hob-nails and put them in my boots. I did so, and now when I start my feet no longer skid. But now I see a 1¼-horsepower Clement which weighs about 70 pounds, and I get on and pedal instead of running alongside.


LEUT KREUDER
CAPT TOEPEL
LEUT VIERECK
THE BOAD OF OFFICERS OF 1907 HEREWITH SEND THEIR BEST WISHES FOR A MERRY XMAS AND A VERY SUCCESSFULL NEW YEAR
1908
R.P. TIME
1907
ME TOO BOYS
A. BARTSCH

Dirt and Noise.

DURING the past year much has been said regarding the motorcycle. The press has done its share to set forth the many virtues and automobile shows have given up large spaces that the "little brother" may be shown to better advantage. Enterprising tradesmen who know a good thing have given the motorcycle serious attention and bicyclists who enjoy riding but dislike hills and headwinds are "sizing up" the various makes, so altogether we find many thousand motorcycles in daily use. That the motorcycle has come to stay and is gaining ground there is no doubt, but the public generally is prejudiced. Why? Ask most any man who judges by what he sees—his idea of the motorcycle. It won't take him long to tell you "a noisy, dirty little thing, and if it wasn't for that I might ride one myself." You'll have trouble convincing him otherwise too. Try it, and he'll say: "Oh, well, you ride one." Why is it? Nothing more easily answered. How often during the day are we annoyed with the open muffler nuisance? In the city on asphalt streets where such a thing is absolutely unnecessary, we have the open muffler brigade, and even those who are considerate enough to keep mufflers closed in town, think it necessary to open up as soon as they strike open country, no matter how good the road. If anywhere, it is in the country that the muffler should be kept closed.

If a farmer so choses he can make life rather disagreeable for the motorcyclist, as he has done for the automobilist, and if you're wise you'll take my word for it that a country constable is one whose good will every motorcyclist should wish to enjoy.

From personal observation I have found that the members of this open muffler brigade care naught for horses or the rights of others, and just as long as a horse doesn't shy their way that's all right. I am sorry to say that most motorcyclists belong to the open muffler brigade, and was myself at one time a member. I became so accustomed to the noise that I failed to notice my own muffler, but soon found out the impossibility of conversing with fellow motorcyclists while riding. This naturally led me to close my muffler, and it was then that the other fellow's noise annoyed me. Naturally the closed muffler appealed to me more than the noisy exhaust.

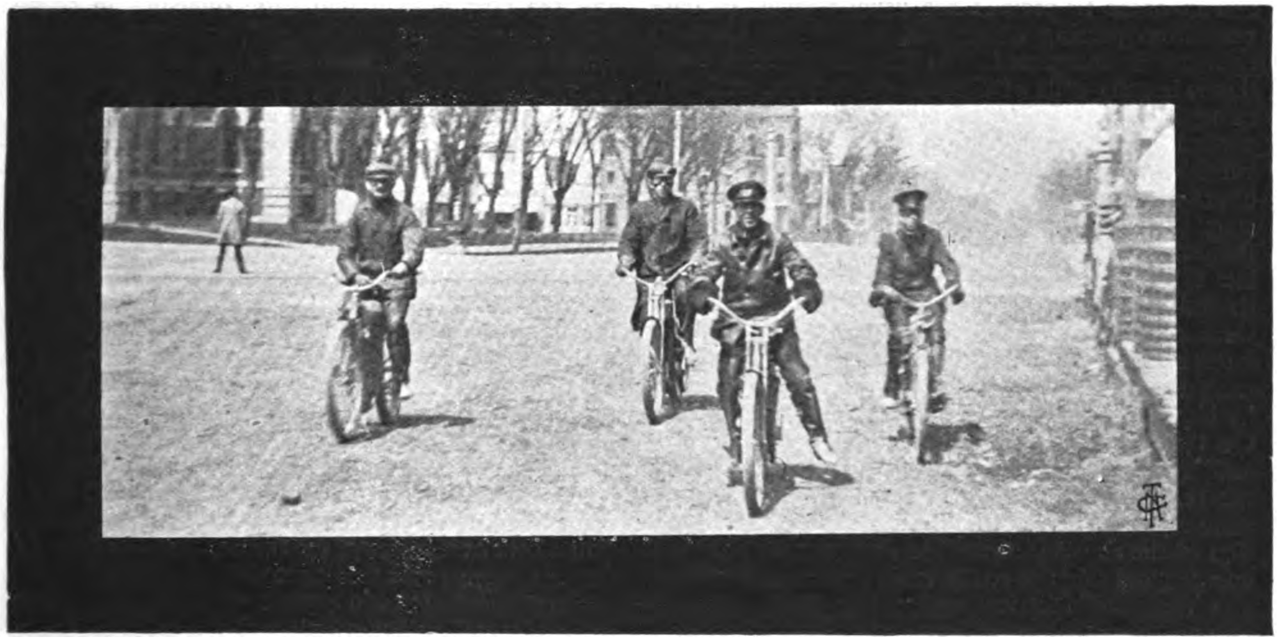
Literature published by the F. A. M. and the various magazines helped the cause along, and today—well, it's the closed muffler for mine, and if you wish to help motorcycling along, won't you resign from the open muffler brigade? If you don't, laws like Connecticut's will be enacted and then what will you do if an accident happens to your muffler? Pedal?

As to the appearance of the average motorcycle, how few you see that are kept clean. Oil and dirt will collect on any machine we all know, but it isn't necessary that it should remain, nor does it take long to remove. If, while the motor is still warm, five or ten minutes be spent with a rag, a machine will speak well for its rider. It keeps the nickel and enamel bright and improves the looks of the machine to say the very least. But let it go and before the season is over your machine will look like it was built in the days of Noah. And the public says they're dirty—with a reason!

Speaking of the clothes a man should wear when motorcycling, that is his personal choice. I, like others, have ideas of my own, and the general knocking the motorcycle gets for being dirty has led me to do all I can to show that such is not the case. Long trousers and leggings are, of course, quite generally worn, but personally I prefer "bicycle pants," as they are far more comfortable.

But, above all, that member of the open muffler brigade who rides a dirty machine in a pair of greasy overalls is the limit. He does far more harm than all the knockers in the world would do. Motorcycling is still in its infancy, and it is up to us, individually and collectively, to do what we can. This means you. Can't you lend us a hand?

THOMAS O. WANSLEBEN.



LAKE MERRIMAN LOCKMAN SCHARFF

The accompanying illustration is of some members of the Chicago Motorcycle Club on a club run. The Chicago Club has made wonderful progress during the past season under the careful guidance of its competent officers. Dr. S. W. Fahrney is the president, while Mr. C. H. Lang is the hustling secretary. At the beginning of the season Mr. Johnson was the captain, but business duties made it impossible for him to do justice to the captaincy, so amid a storm of protest his resignation was accepted. Since that time various members have graced the position at the head of the bunch, but hardly with the success that attended Mr. Johnson's or Mr. Van Sickel's efforts.

The membership has grown wonderfully, and this growth is undoubtedly due to the efforts of the members and the many successful meets held by the club. The last endurance run will be remembered for some time, for it was the most strenuous run ever held in the West, as any competitor will agree.

Social events, smokers, technical talks, etc., will make the long winter months seem brighter, and all the members look forward to an even more successful season for 1908.

TIMELY
TOPICS

Elementary Lessons in Electricty and Magnetism

BY EARLE L. OVINGTON.

RHEOSTATS OR RESISTANCE BOXES.

As stated before, the greater the resistance in the circuit the less the flow of current, and therefore one method of regulating the flow of current in a given circuit is to change the resistance in that circuit. Let us take, for instance, an ordinary electric motor. If this motor runs directly across the 100 volts Edison current it will of course take an amperage depending upon its construction and its condition of operation. Now suppose we wish to slow this motor down. This can be done by allowing less current to pass thorugh the motor, and in order to prevent the usual amount of current from passing through it, a resistance box or rheostat is interposed. In the commercial form this is usually coils of German silver wire, each coil being insulated from the other and properly suspended in a portable form. The starting boxes which you will find in use for all motors of one-quarter or more horsepower are samples of rheostats. The office of these resistances is to decrease the current when the motor is first started and allow the motor to get up the speed before throwing the full voltage of the line into it. If a large motor were connected directly across the circuit without interposing the starting resistance, there would be such a rush of current that the motor would either be blown out or the fuses in the circuit destroyed. On this account a starting resistance is interposed and by moving a handle over a series of buttons the resistance is slowly cut out until the motor is running right across the electric supply. The function of the rheostat, therefore, is to absorb electrical energy, and what is really taking place is the rheostat turns the electrical energy into heat. Any resistance or rheostat will generate heat when connected with an electric circuit. Furthermore, it must be born in mind that wherever a resistance is used in this manner it means just so much lost energy. In most cases it is advisable to waste this energy under the circumstances, but the energy is wasted nevertheless. You have all no doubt noticed in the theaters how the lights may be slowly dimmed until they are just barely visible. The device which causes this effect is nothing more or less than a very large rheostat, or, to be more exact, a series of rheostats with wires running up from them to buttons on the stage where the electrician can cut in or out resistances at will. Ordinarily the lights are burning at full candle power, but as the electrician moves the handle over a series of buttons more and more resistance in the form of wire coils is interposed in the circuit and the current is correspondingly decreased.

Another form of resistance is called the resistance of connection, and takes place when one wire is connected to another. If we have two copper wires through which a current is flowing, andk we connect them after we have cleaned the surfaces, the resistance of such connection will be comparatively slight and the current will find little difficulty in going from one wire to the other. If, on the other hand, we have two wires which are covered more or less with grease or which have become corroded, and we then twist them together, the resistance of connection will be much greater, and as resistance in any form tends to cut down the current flowing, the amperage of the circuit will be correspondingly decreased. It is for this reason that all connections about a gasolene engine should be very carefully looked after. As soon as these connections begin to corrode, or become loose, sear oil gets upon them, the motorocyclist should give them very close attention. All such connections should be scraped clean and bright, and in connecting the wires or terminals again as much surface as possible should be brought into contact. Where a permanent connection is made it is the practice to solder the two wires together. This makes a permanent job and a connection of very low resistance. Such a connection offers an easy path for the current—in fact, offers no more resistance than the wire itself.

Care must be used in connecting wires of a motorcycle, depending on whether the wires are in the low tension or in the high tension circuit. If the wires are in the battery circuit where a very low voltage current is circulated, the importance of bright and clean connections cannot be overestimated. All connections with the battery itself and the timer or make and break mechanism, as well as the primary of the induction coil, should be carefully looked after. Connections in the secondary circuit—that is, the high tension circuit—need not receive the same attention, although, of course, it is a good plan to keep all connections bright and clean. The high tension circuit, however, is not so important as the low on account of the fact that the voltage being higher the resistance that is opposed to the current does not make so great a difference. On the other hand, the high voltage circuit should be more carefully insulated than that of the low, as the tendency to jump to the frame of the motorcycle is far greater in the case of a high tension current.

Another illustration of Ohm's law is the case of what is known in electrical circles as a "short circuit." You have all no doubt seen an electrician working with a live electric circuit and all of a sudden there is a flash. Perhaps you have made a "short" yourself. Now this flash is simply the result of a very heavy current which flows for a short time. If, for instance, you lay a screw driver or pliers across two wires of the electric lighting circuit while the current is flowing, the chances are you will not be able to use that particular tool again. You will short circuit the system and an enormous current will flow through the tool from one wire to the other. Now just stop and analyze what has happened. Apply Ohm's law again, which you will remember is $I = \frac{E}{R}$. In this case the voltage E is about 100 volts, although it would not matter as far as the results were concerned if only 50 volts were in use. The screw driver or other tool, however, is of very low resistance indeed. Let us assume for the sake of illustration that the resistance of the tool is 1/10 ohms. Substituting the numerical values in the formula $I = \frac{E}{R}$ we have as a result $I = \frac{E}{R} = \frac{100}{.1} = 1000$, which means that a current of no less than 1000 amperes will flow through the tool in question. Now 1000 amperes times 100 volts gives 100,000 watts, and as there are 746 watts to the horsepower, there will be the equivalent of about 134 horsepower flowing through your screw driver or pliers. It is no wonder, therefore, that there is considerable "rough house" in the vicinity of such an outflow of energy. As a matter of fact the fuses in the circuit are usually so small that they blow out before the current can attain anything like the figures quoted above. A short circuit in a heavily fused circuit, however, is a very serious matter. Perhaps you have seen a "short" on one of the underground electric lines in New York. If you have you will realize that what I say is true.

I shall never forget one incident in my life, if you will pardon me recalling a personal recollection of my earlier experiences in the domain of electrical science. I was then in the Edison laboratory and was about entering upon my career as an electrical man. Being a "green" hand the "boys' in the lab" thought they would play a joke on me. And they certainly did with a vengeance. One day one of them asked me to take out my pliers—we always carried these implements—and cut a heavy electric cable they were working on. Innocent of danger, I readily complied. As soon as the cutting edge of my sidecutters struck the two wires carrying the current—for the cable was a duplex one—there was a flash. I have the pliers now, or rather I have what is left of them, for the current melted the ends of them completely. Incidentally I recall nursing a badly burned hand for some time after the above incident.

A Reply to My Critics.

BY EARLE L. OVINGTON.

QUITE frequently, as your readers know, I have written articles for MOTORCYCLE ILLUSTRATED severely criticising the American-made motorcycle. Some of your readers have been unkind and unfair enough to state that I have done this purely for my own personal reasons and for my own benefit, because I represent a foreign machine in this country. I should like to appeal to the intelligent reader.

If my aim were a personal one, why, in heaven's name should I strive to educate my competitors? Why should I try to force my competitors to put on improvements which would make their machines better able to compete with the one I represent? Why not let them go on in the way they have been going, and in a way which has made it possible for several foreign machines to cut a big slice out of their profits? Does the tradesman go next door to his competitor in the same line and tell him of methods by means of which his trade can be increased? Does he not rather keep such information to himself in order to better fit himself to win in the fierce struggle of modern competition?

I have a strong, personal love for the motorcycle. I at one time or another owned three automobiles and *later* bought a motorcycle. Since riding a motorcycle I have had little, if any, desire to possess the four-wheeled vehicle. The two-wheeler has an attraction for me I simply cannot resist, and there are evidently others who feel the same way. I am not exaggerating one bit when I say that over 20 per cent. of my customers are men who either already own automobiles or who are well able to if they chose. And what is more to the point, those of the above number who are actual owners all possess large, and in many cases, expensive cars. The motorcycle is not only the poor man's automobile, but the rich man's hobby.

Look over my articles of criticisms and you must own that they have been general, and not in any case personal, or particularly directed against any one American machine. Foreign motorcycles have made rapid progress in this country, despite the handicap of 45 per cent. duty; and he who runs may read. It does not need a very clever brain to analyze such a situation. If two runners start in a hundred-yard dash, one starting scratch and the other from the four-yard mark, and the scratch man wins in spite of the handicap, what conclusion is to be drawn? Of course, the scratch man is the better man.

In the same way we can reason in the motorcycle field. Last year there was hardly a foreign machine in the New York Motorcycle Club's runs. On one run recently there were thirteen men along, One had an American machine, eleven had foreign machines, and the remaining man had a machine he had made in America, using foreign ideas almost to the exclusion of American ones. Does this convey any light to the intelligent reader? My critics in most cases condemn themselves by the manner in which they criticise. They try to defend the American product, but said product only suffers by such defense. They do not in most cases take up any point in my criticism, but sail into a whole lot of generalities. They avoid definite and specific statements. One of them, with whom I shall deal in this issue, has so far forgotten himself as to resort to low "mud throwing" and ungentlemanly personalities. I will give others credit for trying to meet me in a gentlemanly way. I am glad to meet all such. *I remain firmly of the opinion that the future of the motorcycle will be greatly benefited by intelligent criticism.* Motorcycle makers must know what the public want.

I have been blamed for saying "I told you so." Is not this my just privilege? Does it not acknowledge that predictions were well founded? For instance, long before any American maker offered the magneto as an ignition system on the motorcycle, I came out with an article in which I stated that where first cost would not prohibit it ,the magneto was the only form of ignition to employ. I was attacked from all sides, and now the very parties who attacked me are talking magneto, and proudly saying that it can be obtained if desired *as an extra.* I am therefore going to make another prediction. *In 1909 the American makers will be obliged to fit the magneto as a standard equipment,* and not merely offer to give it as an extra. If you want a magneto on the average American motorcycle, you have to dip down in your pocket to the tune of about forty dollars. The American makers acknowledge that the magneto is a good thing by stating that they will furnish it if you pay the price, and furthermore they acknowledge that it is worth much, for do they not charge you the price of a good bicycle for it? And to think that every foreign motorcycle manufacturer of any consequence fits the magneto as a standard equipment! If a certain foreign motorcycle agent could afford to advertise that he sells a high-powered single cylinder, finely finished foreign machine, fitted with a magneto as standard, not to mention other foreign refinements, for the comparatively small sum of $230, the said foreign agent would have a rush for his machines eclipsing the now famous run on the Knickerbocker Trust Company during the recent financial flurry in New York. But the 45 per duty. prevents this advertising.

I flatter myself that I am not so narrow minded but what I realize that the more motorcycles sold, the more I will sell, and that the way to build up an industry is to encourage competition, and even aid your competitor, for the good of "the game." I shall continue, therefore, to criticise where I think criticism is due, but nobody will be happier than myself to call attention to the good points of the American machines when they appear. I have already done this in the case of one American machine, and in the December issue was accused of "graft' in this instance, my accuser stating that the makers of the American machine in question had placed an order with me for Ovico specialties, and he likewise hinted that I would very probably do the same for any other American maker who would thus grease the way. Of course, the statement is false, and was the result of a petty, jealous competitor.

Again, let me make the appeal to MOTORCYCLE ILLUSTRATED readers not to degrade these columns with personalities of an ungentlemanly nature, but to increase the value of this publication by sending in intelligent criticism and articles of value to their brother motorcyclists. For after all, there is a "comraderie" and feeling of good fellowship among motorcycle enthusiasts which cannot be equalled by the devotees of any other sport. By all means let us foster this feeling. Send in your articles for the good of "the game." If you have opinions which differ from mine—and of course many have—send them to our patient editor. You all have the chance I have to express your views publicly. If, on the other han.d you coincide with my opinions, don't be afraid to stand up and say so. Some of you have, and I take this occasion to thank you for your support. But above all, make your criticisms intelligent, and do not make a matter of patriotism out of a motorcycle discussion. In England you have but to label any old thing "British made" and it will sell like hot cakes in competition with the superior foreign article. In America we take a broader view, and purchase the best wherever made. Our Government has very wisely put a protecting duty on imported articles, and in the case of motorcycles it is so high that it is the American manufacturers' fault if they allow foreign competition. Illiminate patriotism, therefore, from these discussions, and do not keep saying every other word that American goods are good enough for you, and above all don't sign yourself "A True American." If I were a foreigner attacking American institutions it would be different, but I am as loyal and true an American as any of my critics, and only criticise in order to wake the American makers from the trance they have been in, in order to further the interests of the cause of motorcycling, to which I am devoting my entire time and attention, and in which I am so deeply interested.

The Motorcycle Exhibit at the Chicago Automobile Show.

As Seen and Recorded by Norman S. Trumpour, Special Representative.

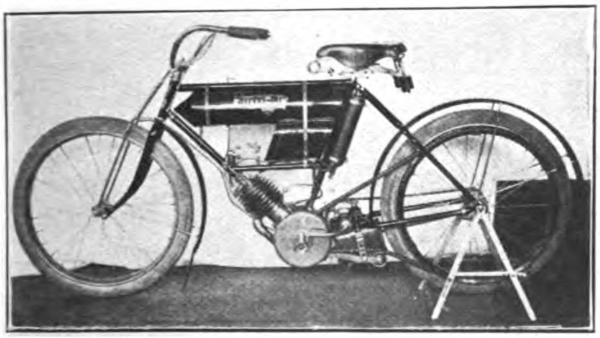
THE seventh annual automobile show opened at Chicago Saturday afternoon, November 30th. At first the visitor was dazzled by the beauty of the mural paintings and the exhibits, but after wandering aimlessly around feasting on the elaborateness of decoration he sought the space which he was most interested in and commenced to examine his favorite auto or motorcycle.

Unlike the show of last year, the motorcycles were grouped in a large airy space in the balcony of the Coliseum Annex and the friend of the two-wheeler did not have to go from the Armory to the Coliseum and blunder blindly about in order to find a motorcycle exhibit. The space given to the motorcycles at Chicago was better than that allotted them at the Garden Show, for here they were not cramped in small spaces and suffocated by the heat of a basement.

The Chicago exhibit was an "all American one from the motorcycle standpoint, for nothing foreign whatever (except Bosch magnetos) was exhibited. Even without the support of the foreign representatives fourteen spaces were filled and fifteen different makes shown for in the Excelsior space the Triumph was also on exhibition. Belt and chain drive exhibits were nearly even, the belt drive leading by one, for they had eight, but when the individual machines were considered the chain drives total 23 and the belt machines mustered only 20. One shaft drive—the Curtiss eight—was shown.

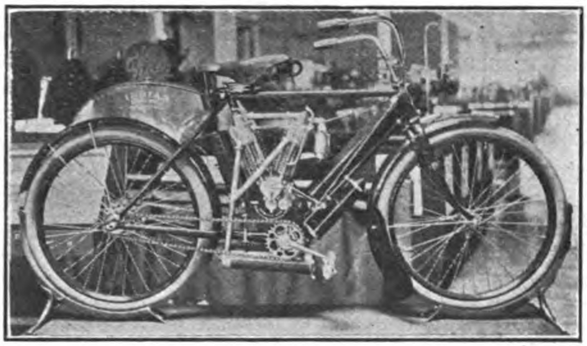
The combined horsepower of all the machines reached the amazing total of 1,554¾ horsepower. or an average of nearly 3.54 horsepower for each machine, as 44 machines were shown.

The machines not exhibited in New York which appeared in the Chicago show were the Auto-Bi. Armac, Manson, Harley-Davidson, Torpedo and the greater part of the Thor exhibit.



THE AUTO BI.

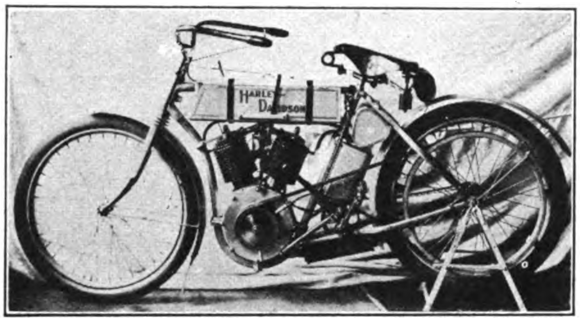
The Auto-Bi—In the Auto-Bi space, No. 110, three complete machines were shown, one black, one red and the other aluminum finish. The motor is rated at 3 horsepower, with cylinder dimensions of 3¼x3¼ inches. The carburetor is optional; either a Breeze or an Auto-Bi will be fitted. The tanks are cylinderical, torpedo shape, and the capacity is seven quarts of gasolene and the separate oil reservoir holds oil sufficient for a run of 300 miles. Twenty-eight-inch wheels with G & J 2½-inch tires are used, which make the machine very easy riding, for the wheel base is 53 inches, and an effective spring fork is a standard fitment. Although battery ignition is the regular equipment, a magneto may be had for $40 extra. The price of the machine is $210, but a cheaper model which has 2-inch single tube tires, woods rims and no mudguards sells for $185.



INDIAN.

The Indian.—The Indian tribe camped in spaces 122-123 and exhibited six machines. The 1908 2¾-horsepower single that was ridden by Stanley Kellogg in the recent 300-mile reliability contest of the Chicago Club, and which secured a first-class certificate, was shown covered with official seals and mud. It attracted almost as much attention as did Stanley himself. The great tri-car, with 5-horsepower motor and cooling fan, was the magnet which drew the ladies, although the Carlisle Indian in full war paint and feathers, which was one of Whipple's addition to the exhibit, had a rather terrifying appearance. A 5-horsepower twin, two 2¾-horsepower singles and a big 3½-horsepower single completed the exhibit, but as the public are already familiar with these machines a detailed description is unnecessary here.

Mr. Chas. Van Sickel—more commonly known about Chicago as "Indian Red"—was in evidence nearly every evening, and woe betide the luckless mortal who did not regard the Indian as "it" and expressed his views before "Red." Smiling, courteous, good looking Stanley Kellogg was on deck all the time, and it is difficult to state which received the most attention from the ladies—Stanley or the grey Tri-car. Mr. Hendee was also there, and so was "six-day A. C. C." Hastings, so between the attractions of the exhibits and exhibitors the Indian booth was usually crowded.



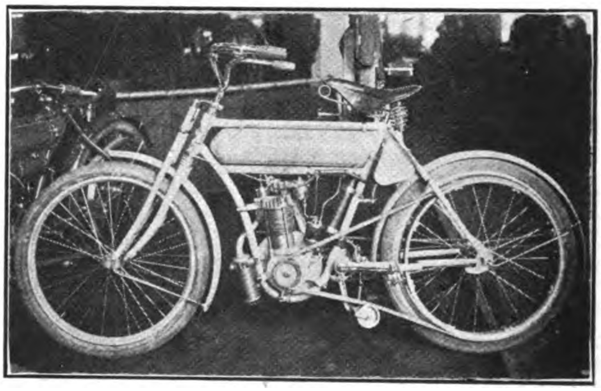
HARLEY-DAVIDSON.

The Harley-Davidson.—Next door to the Indian at space 124, the Harley-Davidson Motor Company of Milwaukee exhibited a single and a twin cylinder machine, besides a cabinet filled to overflowing with cups, medals, etc., won in open competition with stock machines. Mr. C. H. Lang, Chicago agent, and Arthur Davidson from the factory (who is known as "Bunce" by his friends) were in constant attendance, and the visitors kept them on the jump explaining various points of merit on their machines. The single cylinder remains practically unchanged from that of last year. The motor is still rated at 3¼-horsepower, with the same cylinder dimensions as last year's. The standard Harley-Davidson automatic carburetor remains unchanged but the tanks are slightly larger. The gasolene capacity being six quarts and the oil one quart. A greatly strengthened spring fork of the Sagher type, a 55-inch wheel base and 28x2¼-inch tires add greatly to the comfort of the machine. Every machine is fitted with a muffler cut out, operated from the seat, and careful instructions *not* to use the same except in the open country when sandy roads or big hills are encountered.

Transmission is by endless flat belt with idler. and the gear ratio is 4½ to 1. An improvement of considerable importance is the fitting of four-inch mud guards of extra length, which will be ample protection against mud. Ignition is by three No. 6 cells and plain coil, but a Bosch magneto will be furnished as an extra.

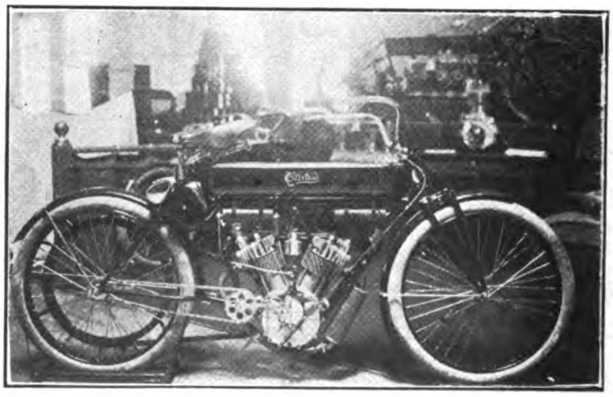
The double cylinder was the machine most examined, for although promised at last year's show the factory was so busy getting out singles that they would not pay any attention to the demands of riders who wanted doubles. The motor is practically the single doubled up. The cylinders are of the same dimensions as the 3¼-horsepower model and are set at a 44-degree angle. A standard Harley-Davidson carburetor is placed between the cylinders and a short intake pipe insures quick action of same. The double is 1 inch longer and 1 inch lower than the single and the gasolene tank holds slightly over two gallons. Raised tread G & J tires of 2½-inch diameter are used, and the same heavy spring fork that is found on the single is also found on the double. The weight is about 175 pounds or 25 more than the single. Although the list price is $275 with battery ignition, Arthur Davidson said they might be able to equip it with Bosch magneto and still keep the price reasonable—$300. The motor is rated at 6-horsepower and is geared 3½ to 1. Although not promising anything very exceptional in the way of speed, Mr. Lang said he thought that the twin might "dust right along."

The howl that went up from prospective purchasers when told that a limited number of twins only was to be made caused the factory representative to hastily change his mind, and now the limit is off until further notice. Freddy Huyck, who has added considerably to the fame of the Harely during the past season, was around the H.-D. booth most of the time, as were the McCulloch boys. Mr. Lang's idea of giving demonstration was a big hit, as the was out most of the time with a passenger in the side car, which was equipped with a clutch and a handle to start. Up and down Michigan avenue the machine dragged its load through the slush and mud, and if a prospective purchaser had any doubts of the reliability, capability or desirability of the Harley, a trial trip soon dispelled them. Mr. Lang is to be complimented upon his foresight in this matter.



THE LIGHT.

The Light.—The Light Manufacturing and Foundry Co., of Pottstown, Pa., exhibited a 2¼ and a 3-horsepower single at space 128. As at the New York show, the Light attracted a great deal of attention on account of the known reliability and high standard of excellency of its motor and fit-

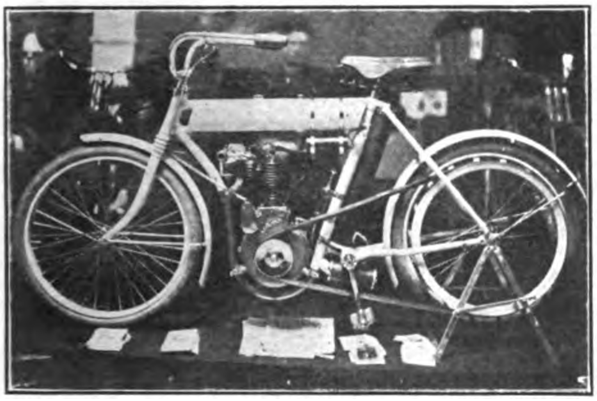


THE CURTIS.

tings, and also on account of the company backing it. The Western riders were very favorably impressed by it, and the season of 1908 will see many Lights in the hands of Western riders.

The Curtiss.—In the Curtiss space a 3-horsepower single and a double cylinder 6-horsepower was exhibited in addition to the "8-40" watch charm. A single cylinder motor, screwed firmly to a table and fitted with a crank in place of a pulley gave a vivid idea of the compression of a Curtiss motor. Nearly every one who visited the Curtiss space tried to turn over the motor and the general opinion was that the fly-wheels were pinned fast or something to that effect, for no amount of jerking or tugging seemed to budge the crank after a certain point was reached until the compression relief was pressed and then—well, the motor just spun.

A light weight airship four-cylindre motor was also shown, but it was rather in the background. The single cylinder was equipped with a Bosch magneto, but battery supplied the "juice" for the twin. As these machines have been fully described in a previous issue, further comment is unnecessary. It may be safely said that no other machine in the show attracted more attention than did the "8-40," and the Curtiss exhibit was always well attended.



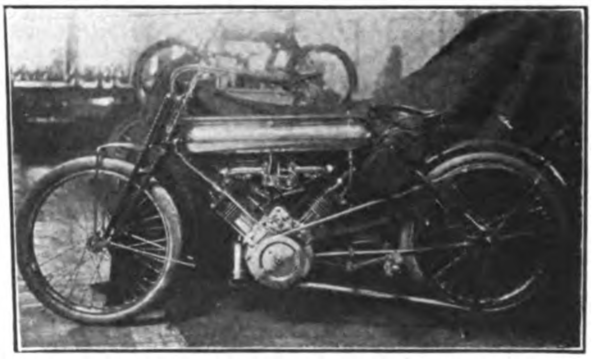
ARMAC.

The Armac.—The white exhibition Armac attracted a large number of people, and the demonstrators in attendance were always busy answering questions. The other machines shown were counterparts of the white one, differing only in color, one being blue and the other red—a patriotic triad.

The single cylinder motor, which is hung in a loop of the frame, remains almost unchanged. The bore and stroke are 3x3½ inches and both intake and exhaust valves have an effective diameter of over an inch. An improved Kingston carburetor makes the motor very flexible and at 1,800 r.p.m. a full three horsepower is developed. The unique frame construction has, of course, been retained and improved upon. A capacity of seven quarts of gasoline has been obtained by removing the oil compartment in the tank and utilizing the entire length of Shelby 4½-inch tubing. To secure the necessary oil reservoir an oval tube was braized around the seat post mast and fitted with force pump and filler. The filler is equipped with a very neat ball check valve, which prevents any leakage of oil. Although unnoticeable from the side, this oil tank carries sufficient lubricant for a tour of 300 miles, and as the force pump is positive in action the rider *knows* that his engine gets oil.

An option of either 26 or 28-inch wheels equipped with 2¼-inch tires is offered. The new "3,000-mile guarantee" Pennsylvania tires with butt-ended inner tubes, will be supplied upon request, but G & J raised treads are the standard equipment. The wheel base on the 1908 Armac is 51 inches, or, when equipped with Sagher spring forks, 53. Most of the 140 pounds weight is carried below the centers of the wheels and with the short wheel base makes the machine very easy to handle on the road. A one-inch V belt transmits the power and the company expect to put a two-speed gear on the market sometime during the coming season. With standard equipment the machine sells for $200, and spring forks, tandem attachments, magneto and side cars are extras.

The Chicago firm is quite proud of the fact that absolutely no solder enters in the construction of their machine, and the longest lead from the coil is less than four inches long. This year they have adopted aluminum piping instead of copper as before, and claim many advantages for it. Their new commutator is designed with the ordinary shaped cam instead of the Armac type that was used in '07, and it makes a very fast brake. The new grip control on the spark looks very substantial and works with no lost motion, but the throttle control from the left grip appears rather flimsy, but this will undoubtedly be changed ere long. The executive division of the company was on hand most of the time, and Frank Haun, the heads of the assembling and testing department, was there explaining all technical points.



MARSH-METZ.

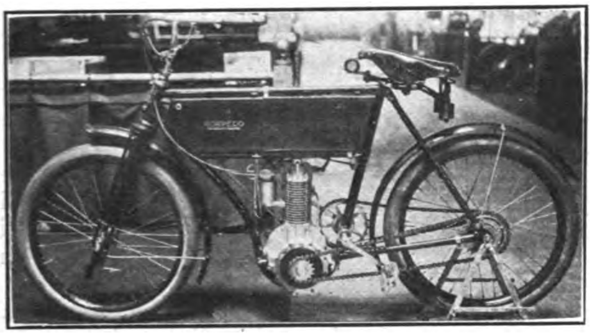
The M.-M.—All the M.-M. line for 1908 was on exhibition at space 130, and Mr. Marsh and Mr. Jenkins were there to book orders and answer questions. It is hard to say which model attracted most attention—the big single, the "baby" or the twin with its 3¼x3¾ cylinders set at the angle of perfect balance—90 degrees. The readers of this paper are already familiar with the details of the '08 M.-M., for it was fully written up in the New York show report.

The wise ones were of the opinion that the 2¼-horsepower model would sell like hot cakes, for it is just the type of machine that will satisfy the purse of the boy who has managed to scrape up $150, and who would have to be content with a second-hand machine of doubtful quality if the "Baby" was not on the market.

As an "about town" machine it will be hard to beat on account of its light weight, ease of control and many other points found in this machine only.

The twin also met with favor and riders were of the opinion that she would "step right along" on road or track. The single cylinder 3-horsepower model was too well known to cause any stir, but the refinements caused the Westerners to open their eyes and take notice.

Magnetos on any of the M.-M. machines may be had at an extra price and all machines except the Roadster are equipped with the M.-M. stand and the spring fork which caused the stir at the Garden show will be on all machines.


TORPEDO.

The Torpedo Exhibit.—At the Torpedo stand three machines were exhibited. The smallest had a 2¼-horsepower Thor motor set in an inclined position in a loop in the frame, and had a direct chain drive without countershaft. A 3-horsepower internally geared Thor motor set vertically in a loop frame came next, and a 4-horsepower Antoine motor was the largest at the Torpedo exhibit. The Antoine motor has mechanically operated valves and automatic Antoine carburetor, but otherwise resembles the standard Torpedo. The wheel base on the two Thor models is 50 inches. They have double grip control, 26-inch wheels, 20-inch frame, Torpedo spring forks, Thor carburetor, coaster brake, etc. The model with the Antoine motor is practically the same with the exception of the wheel base which is 51 inches, and the spark control which is operated by a lever on the tank. All models have a torpedo tank which holds gasolene oil and three batteries. Oiling is by force pump by the side of the tank. The 4-horsepower model weighs 150 pounds. The others are 125 each.

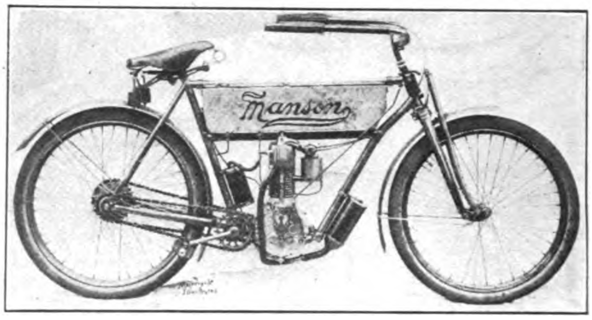
The Hornecker Company put out a Model E which was not on exhibition on account of an accident. This machine is for speed only, as it has drop bars, racing gear, 26x1¾-inch G & J tires, 44-inch wheel base, 2½-inch road clearance and weighs under 110 pounds light. This machine lists at $225.

The double cylinder Torpedo will be on the market in the spring, and Thor motor and fittings will be used. Magnetos may be had on any of the Torpedo models at a slight advance in price.

The cup won by Mr. George Lyon on a Torpedo in the Chicago-Kokomo 400-mile endurance run was on exhibition and several other trophies besides. Both Mr. Blankenhein and Mr. Hornecker were in attendance and Mr. Lyon spent considerable time at the Torpedo booth.

The Excelsior Exhibit.—The Excelsior and Triumph motorcycles were exhibited at space 129, and Mr. Meiser, the designer of the Excelsior machine, and Mr. Woodworth, the head salesman of the Excelsior Supply Co., were there "to tell why." Two Excelsior and two Triumph machines were exhibited and while neither machine is strictly new to Chicago, they attracted as much attention as they did in the East. The Excelsior has obviously received the greatest possible attention in design and workmanship, the detail work being exceedingly well carried out. The detail work certainly goes a long way toward making a machine good or bad, for no matter how good the design may be if the fittings are poor, the workmanship careless, or the material cheap, the machine cannot give satisfaction. Nothing but the best enters into the construction of the Excelsior and every mechanic in the factory is an expert of the highest type so there is no reason why the Excelsior should not give absolute satisfaction.

The Triumph is a Thor part machine of graceful design, but the Excelsior is the one that will be pushed by the company next year.

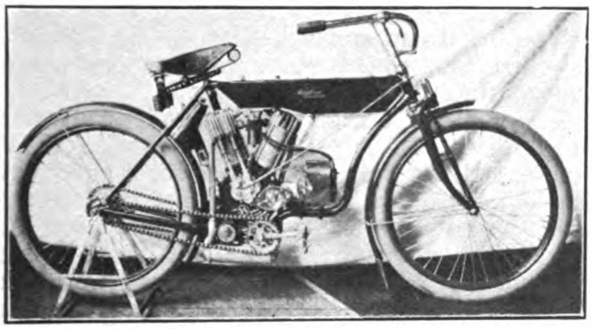


THE MANSON.

The Manson.—The Fowler-Manson-Sherman Company, of Chicago, exhibited two machines. The 1908 model Manson is equipped with a 3-horsepower internal gear drive Thor motor and fittings. It has a wheel base of 52 inches and weighs 130 pounds. The forks have straight sides of extra heavy gauge tubing and a cushion spring fork attachment. The tank is very neat and holds six quarts of gasolene, three pints of oil and a compartment for the batteries. The handlebars are extra wide and long and are fitted with shock absorbing rubber grips. Either the G & J or Dunlop 28x 2¼-inch tires will be fitted.

The Manson motorcycle is particularly well known in connection with delivery vans for several of the largest retail houses in Chicago and other cities have used Manson vans with perfect success for several years, but besides this many satisfied riders of *solo machines* speak well of the Manson. The side car shown attached to one of their standard machine, was of pleasing design and was the only passenger attachment shown at the show.

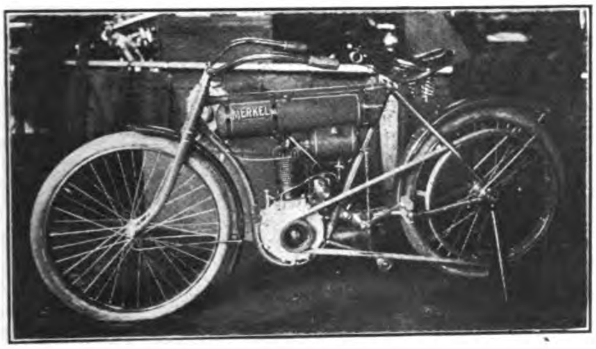
The R.-S.—At space 137 E. L. Hess & Co., 643 N. Clark street, Chicago, exhibited R.-S. motorcycles. A 3horsepower tandem, a delivery van, convertible type 3-wheeler and the new 6-horsepower twin with Splitdorf magneto comprised the exhibit. All these machines have been very fully described in the December issue so repetition would be tiresome.



READING STANDARD.

Mr. George W. Leinbach was at the R.-S. booth to assist Mr. Hess in explaining different points to the many prospective buyers who dropped in to see the R.-S., and if the attendance at the show may be taken as a guide, there will be a large number of R.-S. machines in and about Chicago next year.

The Yale.—In the Yale space, No. 131, two complete standard machines were shown, and Mr. Koffman was right there all the time why the Yale had been so successful in all the contests of the past year, and also a prophecy a little on its prospects for '08. All the distinguishing features of last year's Yale had been retained, and, where possible, improved upon. The fact that for four or five years the Yale has remained practically unchanged shows that they were nearly "right" to begin with and each year has brought refinements only—no radical changes.

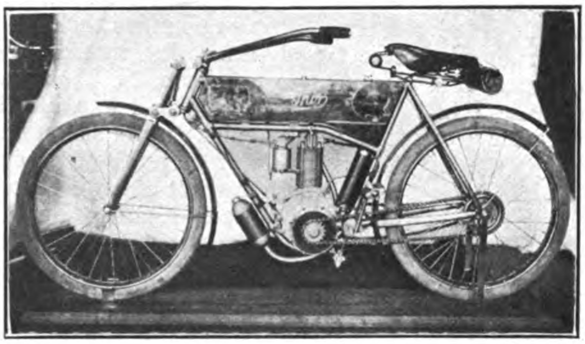


THE MERKEL.

The Merkel Exhibit.—Two machines were exhibited at the Merkel space and with the exception of the handlebars, which were lower and slightly smaller, the machines were identical with those shown at New York, and need no further description. Several changes are contemplated, however, one of them in the removal of the oil tanks and utilizing the battery compartment in the large tank instead. This change will allow the magneto to be raised, and it will then be well out of danger from hitting by the belt. A twin-cylinder machine and a two-speed gear and clutch will soon make their appearance.

The Merkel is so particularly well known in the West that a constant throng of people came to see it, and they were greatly impressed by the improvement of the details. The new ballbearing engine caused no end of favorable comment, and as the construction is quite common on foreign motors no doubts of its success were expressed. Mr. Buffun, Mr. Merkel and Mr. Ball were familiar figures about the Merkel space.

The Thor Exhibit.—The Aurora Automatic Machinery Company, of Aurora, Ill., had a very fine exhibit of their famous Thor machines. Four motorcycles in all were exhibited, one single of 2¼-horsepower, two singles of 3-horsepower with the improved Thor internal gear, one of them having magneto and a 5-horsepower twin, also with magneto. The 5-horsepower twin undoubtedly attracted the most attention, and it certainly deserved it, for it was a marvel of the fine work and careful design which has always characterized the Thor product. On the double machine the forward cylinder is inclined to the front at an angle of about 45 degrees, which places the rear cylinder vertical. This practice resembles the manner of mounting a twin engine as used by the N. S. U. firm and greatly assists in the cooling of the motor back of the rear cylinder. At an angle corresponding to that of the front cylinder is placed the magneto, which is driven by a chain of gears. This construction makes the entire power plant a unit which may be removed without disturbing any part of the machine. The new Thor spring fork appears on all models, but if the purchaser desires a rigid or girder fork the same may be had and a reduction in price will be given.



THOR.

EDITOR'S NOTE.—The cuts appearing in this article were kindly loaned by *The Motor Age* of Chicago.

Motorcycle Experience.

BY E. L. MASON.

I AM one to take advantage of your offer to allow riders to give descriptions of their motorcycles and their reasons for liking any patricular make of machine. But in doing this I do not think it is quite right to run down the other fellow's machine, for it may serve his purpose better than your own would, for the reason that this is a large country and has all kinds of roads, cow-paths, trails and log roads. In running down the make of machine the other fellow rides you should take in consideration the roads that he uses the machine for the most. A light, fast machine in some districts might be far better than a heavy, powerful machine.

I ride a Marsh-Metz 1906 machine, or one of the first made after the Marsh and Metz people combined. I used it all of 1906 and 1907 and consider it good for a good many thousand miles yet. In about two years' full use I have possibly had ten miles' ride on macadam and paved rods. All the other thousands of miles I have ridden have been clay roads, sometimes sand from one to six inches deep, other times muddy roads, always stony, hilly and rough roads, such as are only found in Potter, McKean and Cameron counties in Pennsylvania and Alleghany, and Cataragus county, N. Y., with a little bit of Elk and Jefferson counties thrown in. My riding has been largely a business matter. For instance, if I made a trip to Olean, N. Y., it was because I had business at Olean, and it would be necessary for me to go the quickest and surest way to get there. This is a ride of 56 miles of all clay roads, where there are any roads at all, and follows Pennsylvania Railroad up over Keating Summit Hill, where two locomotives are necessary on most all trains, and lots of places where powerful autos have to come to their lowest gear.

Now if the Marsh was a "junk heap," as one reader declares, it would hardly carry me over this road at the rate it does, neither would it stand the rocky roads, hills and sharp turns from here to Sinnemahoning, Pa., 24 miles from here. Now 24 miles sounds rather short to most motorcycle riders, usually about an hour's ride. But I doubt very much if a circus trick rider could take the fastest and best motorcycle made and make it in an hour or an hour and a half, while an auto is out of the game entirely. Now my machine has stood these roads two years without any breakage or repairs, except one cone in the rear wheel that cost 25 cents. I have carried extra parts, springs, spark plug cones and all parts that my experience with other machines taught me were liable to go wrong, but had no use for anything but one cone. Now if my machine is a "junk heap" then I do not know a good machine when I see it, and I have been in the game five years, and weigh 210 pounds, so I am no light load to carry. My machine has the original G & J 2¼-inch tires, that came on the machine. These are good for next season yet if no accident comes their way. Most motorcycle tire trouble comes from not having wind enough in them; pump them up hard, and then pump a little more in them, and keep them up hard. Of course they will not ride quite so easy, but a motorcycle must have a good spring frame and a large saddle, so a hard tire does not matter so much. I have worked around saw mill machinery all my life, and I do not know of anything in the shape of machinery that will stand the rough usage and neglect that a motorcycle will. Oil the motor, give it gasolene and a sarp that is rightly timed, and let it alone, and it will run and run and will keep on running after any other kind of a machine would be discouraged and quit in disgust.

I have ridden a large number of different makes of machines both in Olean and Wellsville, N. Y., as well as here, and I have yet to see a motorcycle that is so badly built that it will not run, and run satisfactorily so far as the motor is concerned. The only fault I can find with any motorcycle is most of them are too light for heavy, hard work; the rest of the machine is not in proportion to the power of the motor. The Marsh-Metz is a pretty good proportioned machine, the frame and wheels being strong enough to stand any passable road, while the motor is strong enough to carry me up any hill that I have yet had occasion to go up, and I have not driven miles out of my way to avoid any hills either, such as I have known others to do.

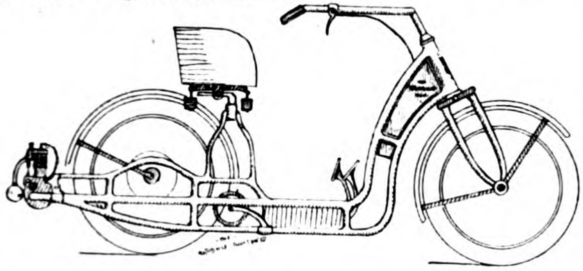
If you are about to buy a machine, buy the one that you think will cover your work the best. Don't expect it to run without oil, or gasolene, or without batteries. Remember it is a machine and can't possibly take care of itself or tell you what it needs. Don't expect it to know more than you do, but furnish the brains yourself. The machine will furnish the power. Don't believe all that is advertised about them. They are not a boat to go in water nor a mud scow to go in mud, neither are they a flying machine to go across lots with—all advertisements to the contrary. Don't expect any more of it than you would of a horse, except as to speed. Take the same care of it. Feed it oil, gasolene and batteries, clean it, but do not hit it with a wrench or hammer in order to make it go ahead or back up. Only use these tools to tighten loose nuts or for repair work when repair work is necessary. Too much wrench has spoiled more machines than any other one thing. Don't use it unless you know what you are using it for.

A STERN REMINDER OF A TRIP TO NEWBURGH, N. Y.

NOVEL MOTORCYCLE.

A new claiamnt for honors in the motorcycle world is the novel machine which is soon to be marketed by the American Auto-Mo-Bike Company, of Chicago. The inventor and designer is Mr. F. A. Woods, who was a civil engineer of some renown before he turned his attention to the designing of motorcycles.

His product certainly is a radical departure from the accepted design of American machines of to-day, but every feature on it has been carefully thought out and based on sound engineering principles.



The accompany cut will give an idea of the general appearance of the machine. However, as some of the details of transmission and springing have not been fully covered by patents we are unable to reproduce more than this rough sketch.

The wheelbase is fifty-six inches with twenty-six inch wheels and two and a half inch G. & J. tires. Although the machine appears to be very heavy, it really is remarkably light, as the first test machine weighed only 157 pounds and the perfected model will be near the 140-pound mark. As can be seen by the cut the motor is hung back of the rear wheel and has four cylinders, which give about 4-6 horse power.

The frame is well swung on springs and a very neat and efficient spring fork is employed. The unique transmission occupies a circular space about three inches in extent and employes no gears, shafts, chains or belts. A speed of seven to forty miles an hour may be obtained by use of the transmission alone, the engine speed remaining practically constant. A change of gear is made without noise and the clutch may remain in and the motor need not be cut out or throttled, although a governor is fitted so the engine does not race when the clutch is out.

Bowden wires control the motor speed and the two foot pedals apply the brake after disengaging the clutch and allow the supplimentary side wheels to drop down so the machine stands unassisted. A device on the right handle bar changes the speed and a small lever by the seat applies the emergncy brake. Ignition is by a single coil and distributer or by Bosch magneto.

First glance impresses one with the idea that the rear wheel is un-get-at-able, but a demonstration showed that it was easily possible to remove the rear wheel *entirely* without disturbing anything in the short space of fifty seconds. An automatic oiling device, which works with the motor and capable of forcing oil against a pressure of 300 pounds, is used and a gasoline tank capacity of two gallons is obtained.

A device which is worthy of special attention is an automatic cutout for the motor which operates when the machine reaches a certain "danger angle," which is determined by the speed of the machine and radius of the curve. The angle varies with different speeds, radii of the curves and weight of the rider.

A ride of about twelve miles thru greasy streets proved the machine to be very steady and free from side slip and wonderfully comfortable. The control was simple and effective with no lost motion and with the side wheels down, traffic on the greasy streets and car tracks lost all of its terrors.

The company will market three models. One will have a twin-cylinder motor placed below the foot-board and employing a V belt drive. This machine will sell for about $200.00 The next model will have a three or four-cylinder motor located in the same place but the new transmission will be used.

The third, or "Model de Lux," will have the rear hung motor, magneto and several lesser improvements and will retail for about $275.00.

In a later issue we hope to give a detailed description of the machine, or of such points which are of interest to motorcyclists in general.

THE ROYAL MOTORCYCLE.

When in the history of motorcycling in America is finally written, the small line cut shown below is sure to be given an early and a prominent place. It shows the first Royal motor bicycle as exhibited by Emil Hafelfinger at the cycle show at Madison Square Garden in January, 1901, where the machine, through its snug and compact lines and exquisite designing in every detail created a genuine sensation and admittedly set the fashion for motorcycles in America.

The Hafelfinger weighed 88 pounds and was equipped with a 1¼-horsepower motor. Many of the machines were manufactured and marketed, but experience proved them to be underpowered when in the hands of ordinary users. That an expert could get results was demonstrated by Hafelfinger scoring high in the endurance run from Boston to New York in 1902. It was the public that was to use the Royal machine, however, and with the call for more power Mr. Hafelfinger worked out the model shown herewith, and, manufacturing several, put them in daily use. One of the new Royals had actually covered more than fifteen thousand miles without starting a bolt or nut before preparations for the manufacture in large quantities was begun.

A particularly brilliant showing was made by a Royal in the Long Island economy contest on September 15, when Mr. Paul Hagenow, who had never started in a contest of any sort before, accomplished the 200-mile run on a fuel consumption of six quarts and one pint, averaging 123 miles to the gallon, and maintained the speed limit from start to finish.

The Royal Motor Works, Worcester, Mass., began the preparatory production work of the Royal more than a year ago, and through accumulating a great quantity of finished parts before beginning shipments, are now makign satisfactory deliveries to their many agents, and claim they will do so throughout the season.

The frame is made of seamless steel tubing throughout, the main tubes being 1¼ inch diameter and the stays ¾ inch. The most distinctive feature, the four tubes curving from the crank-hanger to the seat post cluster (patented) to the outline of and forming a cage for the motor, is a beautiful example of tube bending. Two bars of steel pass from left to right at the top of the motor cage, one between the rear pair and one between the front, and are brazed in. Midway on these plates is bolted a strip of spring steel, running fore and aft, and the top of the motor comes to within 1-64 of this retaining bar. A heavy hexagon head bolt passes through the bar and screws into the centre of the head, binding the plate firmly to the motor. Thus, while the slightest side or forward movement of the motor is made impossible, there is a certain chance for "mechanical life" between the motor and the rider which is beneficial to both. The four tubes enter pockets on and are brazed to the crank-hanger. On the hanger are four lugs machined to fit recesses in the motor base, and through these lugs and the base pass hardened bolts, retaining the motor in exact relation to the transmission.

The Royal Model B is driven by a V belt, cut at 28 degrees angles, seven-eighth inch wide at top, and is fitted with internal blocks to give flexibility. These belts fit the pulleys perfectly and are practically free from slip. Numerous instances are known where they have run from ten thousand to twelve thousand miles and remained in good condition, and it is quite common for them to run a full season without once tightening. No idler is required with the Royal belt.

The Royal people lay great stress on the efficiency of their straight spring forks. These work in double hinges at the bottom, the weight being carried on springs in the head on the forward fork. This original Royal construction gives the smoothest riding machine known, and en-

425333

tirely eliminates wrist fatigue. It is a demonstrated fact that a good spring fork adds to the speed and life of a machine, but heretofore such devices have not been free from side play, which often caused erratic and unsafe steering. There is *no* side-play in the Royal cushion forks, and, what is also of great importance, *the movement of the wheel in absorbing vibration is in the right direction.*

The saying "All gas engines are the same" is not true if the Royal is taken into consideration. This motor bristles with details which its makers claim place it in a class by itself. The dimensions, bore 2¾ inches, and stroke 2¼ inches, are ample to take a rider anywhere at either a safe or unsafe speed. The weight is 38 pounds. The cylinder is of a very hard grey iron, cast with solid walls ⅞ inch thick. The cylinders are roughly bored out, after which, through an expensive turning process, the flanges are cut. This method allows any defects in the casting to be discovered before the motor goes out. After the flanges are dressed, another gang cutter, moving first to the right and then to the left, cuts a series of corrugations into each flange and greatly increases its radiating surface. This is expensive work, but it is characteristic of the Royal. Numerous other operations to the final one of polishing are given each cylinder, after which the ends are sealed and a coat of dull white nickel applied. The bases are of machined aluminum and are left in their natural color. The make-and-break box operates the new Hafelfinger exhaust valve lift (patent allowed) and also breaks the electric contact when the machine is coasting. The cam for the exhaust lift is on the lower end of the box near the bearing of the latter, and the rod from the grip control being attached at the upper end, considerable leverage is thus applied, the valve being lifted without perceptible increase in power at the grip. The inlet valve spring is entirely above the housing, exposed to the open air and will not become unduly heated. The piston is of the three-ring type, operating the drop-forged connecting rod. The bearings are all wide and heavy and made for long life and easy running. The timing bears are located within the motor base, remaining practically oil soaked and noiseless.

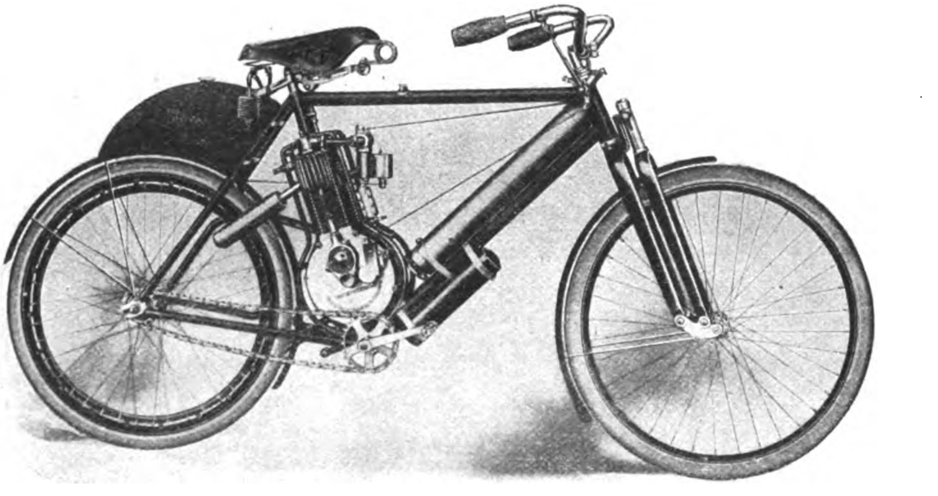
The carburetor used on this machine is a Royal product and is claimed to give a perfectly dry and uniform mixture. The throttle, when closed, allows just enough air to pass the spraying post to pick up sufficient vapor to give satisfactory explosions. As the spark is advanced the proportions of the mixture remain the same. The vertical spraying post is surrounded by a tube through which the primary current of air passes, encircling the post, and, as the throttle is opened, this current increases, picking up the normal flow of gasolene. At the point of increase, however, where the speed of the air would ordinarily become so great as to cause too much suction, thus drawing up too much fluid and causing a smoky engine, two auxiliary air ports in the shutter, one on each side of the tube, open, and continue to open as the speed increases, diluting the mixture to the exact requisite degree, thereby giving an explosion of the same intensity, whether the speed be four or forty miles an hour. The Royal carburetor has very few parts, and they say can easily be taken apart, cleaned and re-assembled in two or three minutes.

The battery case is made of 2¾-inch seamless brass tubing, heavily plated, and is long enough to hold three standard dry cells. A Splitdorf coil, 2½x10 inches, is used. The hubs, front and rear, are of heavy construction, and are the product of the Eclipse Machine Company. This company's "Morrow" coaster brake is also fitted. In the rear wheel forty spokes are fitted, and in the front wheel thirty-six. The tires are G & J 2¼-inch double clincher type.

The Royal grip control is made entirely from steel parts, milled and machined from solid stock, and is designed to operate properly at any angle at which the handlebar may turn. The right grip, when turned to the left, closes the exhaust valve and advances the spark. The left grip, when turned to the left, opens the throttle, giving more gas to the engine. The grips are of good proportion, made of soft rubber and covered with calf skin, cemented on and handstitched. The bars are 14-gage seamless steel tubing fitted with separate bolts for operating the expander and holding the bar.

The wheel base is 52 inches, which length is claimed to make an ideal riding machine, steady enough for a forty-mile pace on country roads, yet not too long for getting about in city traffic.

The Royal was selected by some of the best and largest buyers in New York at the recent motorcycle show, the New York Sporting Goods Co., the Wilson Trading Co., F. D. Widmayer and Sports, Ltd., placing substantial orders and dividing the territory among them.

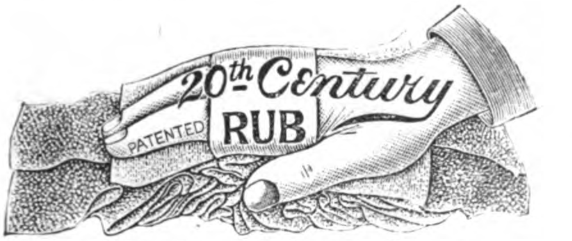


THE ROYAL MOTORCYCLE.

CHAMOIS—ITS USE IN GARAGES.

Garages and stables, we suppose, are among the larger consumers of chamois for cleaning and polishing purposes—the highly finished woodwork of car and carriage, the quantities of metals, including "those big brass lamps," the leather of hoods and harnesses; and in the case of the stable, the added lustre to the coat of horses by its use.

No matter what soaps, oils or powders may be employed, the chamois is undoubtedly the best thing to do the rubbing with, but to use first quality chamois skins freely, not to say carelessly, is rather expensive—therefore all will welcome chamois in such shape that it will do fully as effective work at a small fraction of the cost of the whole skins.



20TH CENTURY CHAMOIS RUB.

We are glad to be able to call our readers' attention to such an article in the now being placed on the market by the 20th Century Mfg. Co., of New York, of bicycle and motorcycle lamp fame.

The 20th Century "Rubs" are made up of trimmings (and right here the manufacturers call particular attention to the wide difference between "trimmings" and "scrap," the "trimmings" being good sized pieces of chamois that would otherwise be available for watch-pockets, knife-cases, etc., and not hard, useless bits—"scrap").

20th Century "Rubs" contain as much or more chamois as in a large skin, and every piece warranted finest French oil tanned, sewed firmly to a back of canvas (6x5 inches), having a band under which to place the hand, making it more convenient to use than the whole chamois skin; and their flexibility conforming to the contour of the hand and the article being rubbed.

The 20th Century "Rub" is guaranteed not to get hard or crack by being wet—in fact, in "Rub" shape, they are used for washing as a large sponge, and for cleaning and polishing as with an expensive chamois; and for most purposes the "Rubs" are better than either.

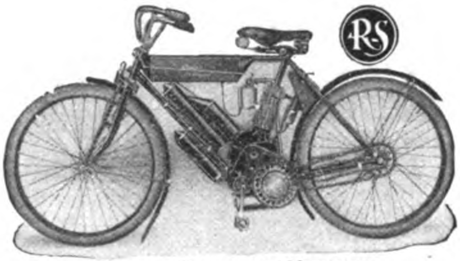
A matter of half a dozen of these "Rubs" can be possessed for the price of one whole chamois of equal quality, and therefore it seems true economy to have several about for different classes of work that they, to such advantage can be put to, as wet and dry, fine and rough work, etc.

As far as a necessarily restricted product will avail, the 20th Century "Rubs" will doubtless supersede the use of the whole chamois skin for general washing, cleaning, and polishing purposes, as it comes within the price of a necessity, and not a luxury, as in the case of the whole chamois.

The price ,is 25 cents each. No doubt very soon they will be on sale by dealers generally. In the meantime, if you experience any difficulty in obtaining them, the 20th Century Manufacturing Co. of No. 19 Warren street, N. Y., will send you some, delivery prepaid, on receipt of ,price. Circulars free.

America's Best

R-S Motorcycles



BUILT AND TESTED IN THE MOUNTAINS.

The Irresistible R-S Line for 1908 is Complete

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are used in "R-S" Motorcycles. The first and only real mechanical intake valve motor made in the United States. Greater efficiency and satisfaction.

Write us for Catalogue and Full Description

READING STANDARD CO., Reading, Pa.

Club News

[illegible]

. . . and S. L. Lyon press agent.

[illegible]

[illegible] run for Sunday, December 22nd, [illegible] from [illegible] Pasadena Boulevard to Arcadia, [illegible] San Gabriel, [illegible] and Alhambra.

On [illegible] the club will meet at clubhouse and make the trip to Pasadena, viewing the Tournament of Roses [illegible] partaking of the barbecue at Tournament Park. [illegible] was a "gala day" for California.

Our [illegible] opening run of the new year will be January [illegible] to Pomona on Pasadena Boulevard returning through [illegible] Canyon and La Habra Valley. Our Pomona runs [illegible] been our record breakers, having some sixty [illegible] on the last one, and we are in hopes of having the largest attendance on this run that we have ever had. Pomona is well known as a good feeding place.

[illegible] would mention our ladies' night, December 20th, which will be enjoyed by dancing and cards, also musical entertainment.

Yours very truly,

S. L. Lyon, Press Agent.

Correspondence

[illegible]

[illegible] world's youngest motorcyclist." [illegible] at the age of 5 ½ years [illegible] of the city of [illegible] young rider sits his [illegible] with the greatest ease, and I think [illegible] being first to the country [illegible] age demand enough [illegible] to suit their size and weight.

[illegible] of having the "world's youngest" [illegible] the U. S. A. can "rake up" [illegible]

[illegible] be a challenge [illegible] "brother," and let us hope that [illegible] we shall have the joy of pointing [illegible] a [illegible] saying Europe has the "youngest," we the "oldest." Now after all this fuss [illegible] country is ahead in the game?

Hoping that Grandfather Motorcyclist won't be backward about having his picture taken, I remain,

Very truly yours,

Erik J. F. Peil.

Bangor, Me., Nov. 25, 1907.

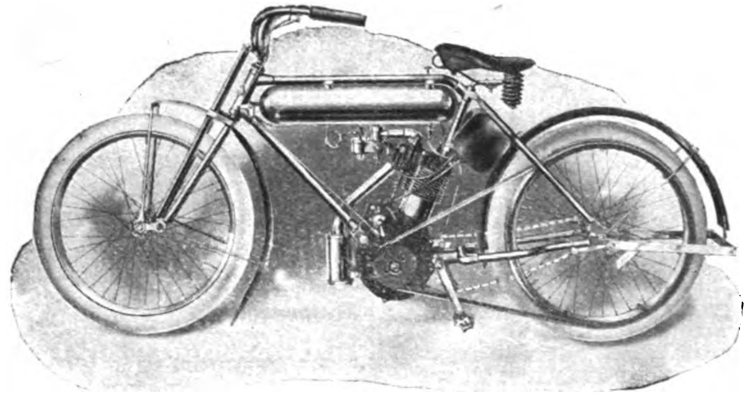
Editor Motorcycle Illustrated,
New York City.

Dear Sir:—I herewith hand you the subscription price of the English *Motorcycle* as per your letter of October 17, 1907. Please forward the paper for one year.

I have been a constant reader of the *Bicycling World* and *Motorcycle Review* for the past seventeen years, and I think you can easily agree with me and admit that I have regaled myself with good reading matter.

During the past five years the *Bi-World* has printed innumerable fine articles covering about every point of information, theoretical or practical, that would likely interest motorcyclists. The field is amply large enough for more papers devoted to the same subject, and I am glad to see you entering the lists.

I have been a subscriber to all of the American bicycle papers that have come and gone during the past seventeen



M. M. the 1908 Machine

That attracted the largest crowds, the most favorable comment and considered by all who saw it the neatest and most pleasing design of any motorcycle at both the recent great shows of New York and Chicago.

WHY?

Because of its 26-inch wheels; its low saddle position; its special constructed frame; its patent motorcycle stand attached to the rear of frame; its newly designed cylinder and head; its priming device on tank in direct contact with cupped petcock in cylinder head; its chain idler device adding efficiency to its splendid belt transmission; its new battery box arrangement; its slightly more rakish build, thereby permitting of a longer wheel base, a decided improvement in motorcycle construction.

BECAUSE

Of its real Spring Forks—not an apology or a joke, but the real thing—the only Spring Fork used in motorcycle construction. A very old principle worked out to its highest point of efficiency in its application to motorcycles. Found exclusively and only on the M. M. for 1908.

BEST

Because it has more new features, more real improvements, gives more real service, satisfaction, speed and endurance than any other motorcycle built.

Write for details, catalogue and proposition.

AMERICAN MOTOR COMPANY

716 CENTER STREET, BROCKTON, MASS.

years, but never till now subscribed for a foreign paper. I have been much interested in what Mr. Ovington and others have said for and against foreign machines, and so I have decided to take a foreign paper.

I can see no sense in, or particular reason for, knocking a foreign machine having many meritorious features and used and approved by people as far advanced in all the arts as ourselves and who were the pioneers, too, as far as two-wheeled vehicles are concerned. Foreign machines are evidently ahead of us in several features, such as magneto ignition, genuine spring forks and other features that make for easy riding as well as in free engine and two-speed gears, etc., etc., but according to our ideas they lack simplicity of control and the lightness of our domestic machines.

It is easy to understand why Americans can find fault with the control devices of foreign machines, and equally easy to see why the same devices give satisfaction to foreign riders who are used to nothing better.

These things will even up in time when foreign makers adopt the up-to-date American control and do away with the multitudinous levers and hand brakes, etc.

On the other hand, the importation of these foreign machines and their exploitation has already caused a demand for magneto ignition, free engine with two-speed gear, etc., and some of these demands are already being met by the best known American makers. While the constant "knocking of" foreign machines is in poor taste to say the least, it is certainly giving them some free advertising and causing some people to look them up with a view to investigating on their own account.

The average intelligent reader is very apt to see through the venomous, spiteful or prejudiced attack of the uninformed or unevenly balanced critic, and from what I read I judge that most critics of foreign machines are on the above order.

I have never seen a foreign machine, and have no intention of purchasing one at the present moment, as I have placed my order for an '08 Indian twin with magneto ignition. Still I am interested sufficiently to read up on all of their good features and performances, the same as I am of American machines.

The recent show at Madison Square Garden showed a marked improvement in motorcycles, and according to some punster or other, it was there that Mr. Ovington first saw the "light." However that may be, I have no doubt but what there will be others who will see this same light presently.

I notice that both the MOTORCYCLE ILLUSTRATED and Mr. Ovington take the hard knocks coming their way quite philosophically and their stand is to be commended. The one opens its columns to any one in or out of business, and the other invites "gentlemanly" criticism or discussion. What more fair than this?

When dealers and manufacturers fail to defend their wares or fail to advertise and make them known, who else is there to do it? The editor? The editor does his share all right in any case, and it is not unreasonable to expect him to be friendly to those who patronize this paper.

The articles on "Elementary Lessons in Electricity and Magnetism" are of the right sort to make a paper worth reading, and it is to be hoped that they will be continued indefinitely and followed by others of equal interest to motorcyclists.

The two articles on magneto ignition by the same author and printed in the *Bi-World* some time since are preserved and highly prized by the writer, who expects to soon be using this form of ignition.

I imagine that the present free wheel and two-speed gear devices will be refined and improved upon until a device is obtained that will meet the requirements of American makers and users alike—one that will be sufficiently light and positive and reliable in its action to suit the rider, and one that will be simple and not over-expensive to produce. Mechanically operated valves and magneto ignition will be quite thoroughly tried out this year and may play a more important part on motorcycles of the near future.

Twin cylinder machines are fast coming to their own, and for the same reason that fours and sixes are satisfactory in automobile construction. Yours very truly,

E. M. ESTABROOK.

2234 Broadway, New York City,
Dec. 21, 1907.

Editor MOTORCYCLE ILLUSTRATED,
3 Broad Street, New York.

Dear Sir:—On page 349 of the December MOTORCYCLE ILLUSTRATED, you published a letter from a party who signed himself "G. V. L."

I have often made the statement in your columns that gentlemanly criticism was welcome, but that I did not care to degrade myself and your publication by entering into a personal "mud throwing" contest. In justice to myself and my interests, however, I cannot ignore the letter above referred to. I shall dispose of this case in very short order, but sincerely hope that this is the last time I will be called upon to resort to personalities in your publication. I will leave the decision to your readers, and I am sure, after they read the following facts, they will see that this dispicable personal attack is but the result of narrow-minded jealousy.

First. "G. V. L." is a jealous competitor located a few blocks above me on Broadway. He has represented an American motorcycle for several years, and has just taken the agency for a foreign machine.

Second. The manufacturer of an American machine whom he so unjustly attacks has placed *no* order with me or my company for Ovico specialties.

Third. "G. V. L." says he has the "consoling hope" that my advertisements have made "deep holes" in my company's exchequer. That is our business. We are broad-minded enough to realize that advertising pays. "The proof of the pudding is the eating." I once occupied half of the store with "G. V. L." and removed to far larger and finer quarters. We have continually gone forward, while others I could mention have stagnated, and I attribute our success to two things. In the first place we have a good thing, and in the second place we let everybody know it by means of advertising. A man is a fool to advertise anything in which he has no confidence. And my critic is not a large advertiser. The *wise* business man knows that one dollar put out in the right kind of advertising, provided the article advertised has real merit, will sooner or later bring back two dollars worth of business.

Fourth. "G. V. L." was sued by the Ovington Motor Company, and when the case came up for trial he lasted about ten minutes. The judge made the remark that "G. V. L." had no case, and gave my company the decision with costs. Realizing that this was a case of business, and not a personal matter, I offered my hand to show there was no ill feeling personally. He refused it, not being broad enough to differentiate between a personal matter and a matter of business.

I think I have said enough to show any fair-minded person "G. V. L.'s" personal attack is but the result of pure jealousy. Why does he not meet me like a man, instead of making a cowardly attack over his initials to hide his identity?

It gives me much pain to be obliged to put statements such as I have made in this letter before my brother motorcyclists. It is disagreeable for me to write or think such thoughts, and I am sure that most of the readers of this magazine do not enjoy reading them. All I ask is that those who would blame me for my frank statements refer to "G. V. L.'s" ungentlemanly first attack. They must then acknowledge that I am but defending myself, and as the weapons chosen have been beyond my control, I am forced to return the attack with the same weapons. Personally I should have preferred to use "wit" and "knowledge" as weapons rather than "mud," but if it comes to the latter I fear not such a person who now attacks me. He blames me for talking foreign machines, and yet we foreign advocates have forced him to take the agency of a foreign machine. He has done this, but rather late in the game. He is trying to do what I have already accomplished—open a market for a foreign motorcycle in this country.

As correspondence of this nature is of no interest to the average reader, and as it does nothing whatever to push "the game" of motorcycling along, I would respectfully suggest to the editor that all such personalities be debarred from this magazine in the future. I also coincide with the editor's opinion that in future when a correspondent mentions a certain make of motorcycle that the name be left blank. Motorcycling in America is not on such a firm footing that its devotees can with impunity resort to internal strife. Let us all join hands to help the motorcycle to the brilliant future it deserves, and those who cannot, or will not help, at least let them not hinder.

Regretting, Mr. Editor and Readers, that I have taken up so much of your time with a communication of this nature, I remain,

Yours for the cause of motorcycling,
EARLE L. OVINGTON.

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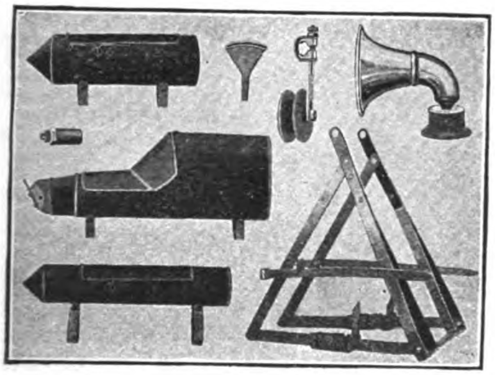

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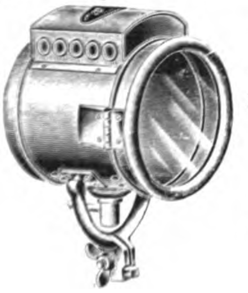

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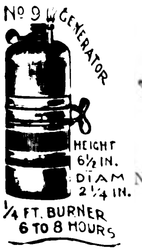
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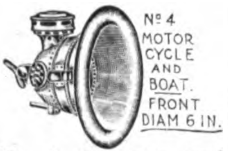
HEIGHT 6½ IN.
DIAM 2¼ IN.
¼ FT. BURNER 6 TO 8 HOURS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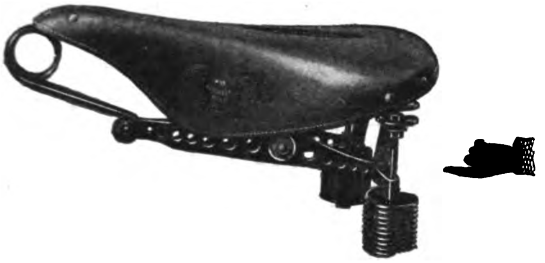

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FOR SALE Indian Motorcycle, 1907; good condition guaranteed. Price, $150. W. G. [illegible] Ph G., Sandy Hill, N. Y.

WANTED To exchange steam runabout, in fine condition, for 1907 Armac Motorcycle, or will pay cash for 1907 Armac. Address W. L. Hooker, Findley Lake, N. Y.

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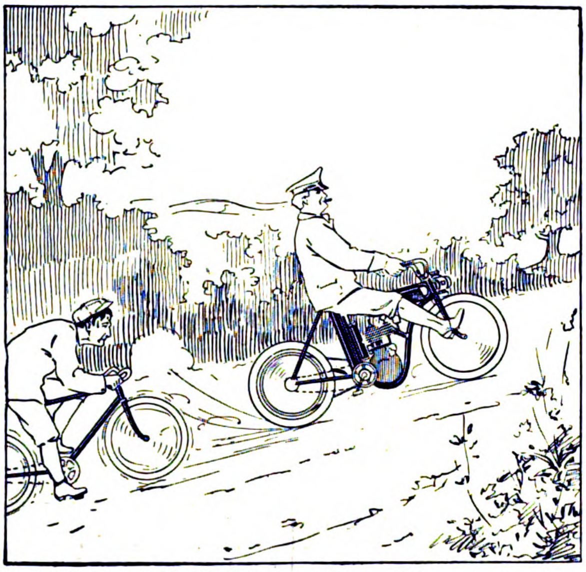

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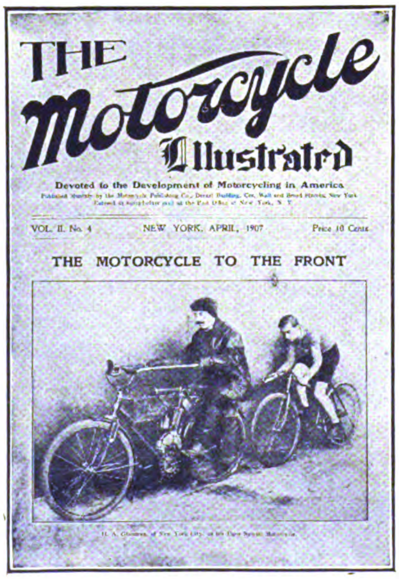

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Devoted to the Development of Motorcycling in America

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Whipple, the Motorcycle Man, Inside back cover
Ovington Motor Co., Outside back cover

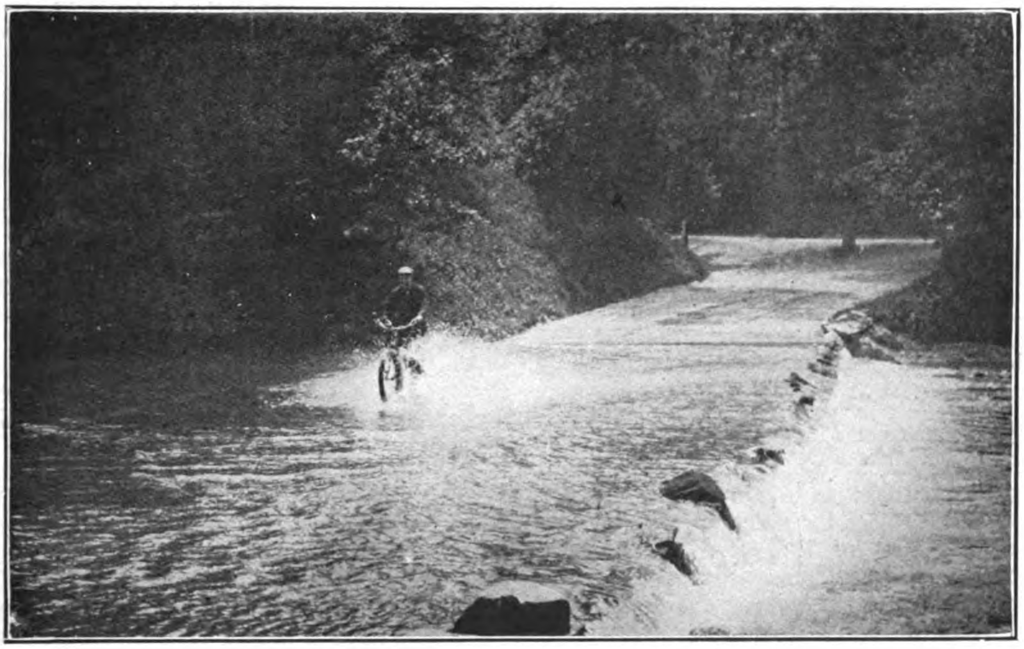


PHOTO ENTERED FOR PRIZE CONTEST.

728 11th Street, N. W.,
Washington, D. C., January 2, 1908.
Photo Editor "Motorcycle Illustrated."

Dear Sir—Looking over some negatives taken last summer, I found the one from which the enclosed postal is made, and remembering your article, I thought there may be some possibility of it being of interest to your readers, even though it is an exceedingly poor print for reproduction and lacks all elements of artistic beauty.

While enjoying a little ride one morning in Rock Creek Park, we overlooked the bridge, some distance below, and rather than go back we rode through the ford. Upon the suggestion of making a good picture we tried it, with the enclosed result. The motorcycle is a 1906 R. S. and the ford possibly a foot to eighteen inches deep. It is quite needless to say that crossing fords on a motorcycle is a good substitute for shower baths. If you don't believe it, I would suggest trying it, and January is a good month.

Very respectfully yours,
THOMAS Q. WANSLEBEN.

Editorial

ONE of the many ways a publication is encouraged to keep agoing is to receive from some unexpected source a letter commending the efforts of the publishers, and especially when it suggests that it has heard of its drawing qualities as an advertising medium, as does the following letter:

Oakland, Cal., Jan. 22, 1908.

THE MOTORCYCLE ILLUSTRATED,
New York.

Gentlemen:—Some time ago one of our riders answered a question in your paper which was puzlished by you, and since that time we can safely say we have had several hundred letters to answer on inquiries. We have never done much advertising, but now would like to get your prices on same. Our idea would be to put a cut of our machine and a little descriptive matter, as our '08 model is almost ready for market. We would be pleased to receive answer by return mail.

Yours respectfully,
W. M. WEED, Secretary,
Duck Cycle and Motor Co. (Inc.)

There is a good market for motorcycles and the manufacturers who make them can sell them if they let the readers of this paper know their merits.

The N. S. U. Motor Company has opened new quarters at 206 West 76th street, just off Broadway, and stocked up the premises with a full line of parts and accessories. Mr. Eugene Kicherer, the manager for the company in America, will have his headquarters here and the ever genial J. F. McLaughlin will be around to show what is in the N. S. U.

Federation of American Motorcyclists.

Westboro, Mass., Dec. 17, 1907.

Photo Editor MOTORCYCLE ILLUSTRATED.

I am enclosing you under separate cover a photo of myself and companion on Indian tri-car. I enter this print in your contest for photo prizes. I have enjoyed the possession of Indians for five years, getting a new model every spring. Have had a tri-car for three years, and am looking forward to the pleasure of guiding a twin Indian next season.

Riding a motorcycle is bully sport, but it is greatly increased by taking a lady along with you. To be sure a tri-car will not go everywhere, but by choosing good roads and routes much pleasure can be had.

I enjoy reading your magazine every month, as it comes to me, and feel sure that this photo contest you are planning will add picturesqueness to your issue and interest among the craft.

Very truly yours,
GEORGE B. GIBSON.

Sportsman's Show in Philadelphia.

Arrangements for the coming Sportsman's Show at the First Regiment Armory are being completed. It will be opened on March 9. J. H. Beck, the manager, says the show will be the most comprehensive that has ever been attempted in Philadelphia and will include displays of motor boats, motor bicycles, row boats, sail boats, fishing tackle, golf, tennis, baseball and football goods and every other article of sporting paraphernalia.

Motorcycles at Detroit's Show.

Detroit's first motorcycle show will be held in connection with the seventh annual exhibit of the Tri-State Automobile Association, February 10 to 15. Manager McMaster has set apart the entire drill hall of the Light Guard Armory for the two-wheeled flyers, and it is expected that all of the leading motorcycle makers in the country, as well as several foreign factories, will be represented. A Detroit paper, in commenting upon the coming show, calls attention to the fact that three years ago there was only one place in Detroit where a motorcycle could be bought, while now eight firms are devoting especial attention to the motorcycle trade. The little fellows have made tremendous hits with all who have tackled them, and those who have kept up their interest in the bicycle are to be found, in large numbers, in the ranks of devotees of the newer vehicle.

Princes and the Motorcycle.

Royalty in Europe remains faithful to the wheel, as some recently published photographs indicate. One of them shows Prince Albert of Monaco standing by his motorcycle to which he is devotedly attached. Albert is a man of great scientific attainments, and for a number of years has been an advanced worker in the field of ocean biology. Prince Gustavus Adolphus, who has just reached the dignity of Crown Prince of Sweden through the death his grandfather, King Oscar, rides a high grade American wheel, and is a leader in sports of all kinds. Germany has taken up bicycle polo with much enthusiasm, and it is patronized by the royal family. Prince Eitel Fritz, the Kaiser's second son, and in some respects the most popular of the Royal Princes, is an adept at the game.

The Bicycle on the Postage Stamp.

Ten cents worth of any kind of postage stamps insures special delivery nowadays, provided "special delivery" is plainly written on the envelope, and this new ruling was a subject of discussion in a hotel lobby recently. "In my opinion," said one gentleman, "the government is ashamed of its old stamp—and it ought to be. Have you ever noticed that the regular special delivery stamp shows a boy on a bicycle? Well, the bicycle is not owned by your Uncle Sam, but by the boy himself. Its part of the game to furnish that, and the wheel, after all, is the essence of the quick delivery system.

"We are rather slow in our postoffice service on this side of the Atlantic. European postoffices use thousands of wheels, and the government pays for them. They make for better service, and it is high time our authorities are waking up to the fact. Just now the Washington office is individually making a test of a motorcycle as a collecting vehicle. The test is to extend over months, with one machine, mind you, in probably the best paved city in the country. Any private concern in a business analogous to that of the postal service would have adopted such economical time savers long ago, literally by the thousands. However, that one machine may prove an entering wedge. May be the postoffice department is waking up after all."

The Annual Midnight Race.

The 1908 New Year's midnight race under the auspices of the Associated Cycling Clubs of New York was run under what may termed ideal conditions. The sanction of the National Cycling Association was granted. Twenty-two riders started at the pistol crack, precisely on the stroke of 12, and Martin Kessler, by leading the bunch at Yonkers and Tarrytown, pulled down the prize cups permanently, and also captured the annual magnum of champagne. In addition Kessler will probably receive a bicycle for his victory, and eleven other bicycle prizes and six motorcycles went to lucky riders.

The Technical World on Motorcycles.

The current *Technical World,* in its comments on this winter's automobile shows, calls attention to the rapid growth of the motorcycle industry in America, and speaks particularly of an eight-cylinder motorcycle which made a mile over a measured course in Florida in 26 2-5 seconds, a speed proportionate to 135 miles an hour. "But it is not merely as speed leaders that the motorcycle deserves attention," says the *Technical World;* "rather its field promises to be one of unlimited range in that it is well suited for postal and messenger duties. Abroad a third wheel has been added converting it into a tri-car, and when so manufactured it is useful as a light delivery machine, and one that can be manouvred much easier in crowded streets than can a four-wheeled car. Its cost of maintenance is comparatively small, due to its light weight and simplicity of parts." While this is all true, it is evident that the *Technical World* is not aware that numbers of American made tri-cars are already in daily use, and several factories on this side propose to fully exploit the commercial possibilities of the motorcycle during the coming year.

Motorcycles shown both in the New York and Chicago shows indicate that engineering problems are now so well solved that the designers have been able to devote more thought to the rider's comfort. With that end in view, many of the makers exhibited machines with longer wheel bases and lower frames. Handlebars have also been lengthened, so that saddles can be placed more directly over the rear wheels, thus materially reducing vibration. The use of the magneto is being encouraged, and the double grip control also seems gaining in favor.

IN THE MOUNTAINS.

Motorcycle Aids the Press.

A truly remarkable motorcycle run was made in St. Paul recently by "Jack Knife" Stout, who was commissioned to carry a photographic plate from a football field to the St. Paul *Dispatch* office, in time to get an illustration into the paper's afternoon edition. The plate was given Stout at 2.13, and it was necessary for him to ride for some distance through a crush of automobiles, bicycles, carriages, and pedestrians. He followed a road with a trolley line that had to be considered, and the course was mainly macadam and poor paving, yet the run of nine miles by map figures was made precisely in fifteen minutes, without accident to machine, rider or spectators who crowded the road at many points. Stout rode a three-horsepower, chain-drive machine, and overtook and passed several automobiles going his way.

What Is an Amateur?

Just what constitutes amateur status in cycle affairs does not seem to be thoroughly understood, either by the new crop of riders that makes its appearance annually or by those who read with interest the sporting columns. The ruling of the National Cycling Association on this subject follows:

"An amateur is one who has never competed in nor assisted in, and who has not taught any athletic exercise for money or other remuneration; nor knowingly competed with or against a professional for a prize of any description; nor sold or pledged any prize or token obtained through connection with cycle racing (this clause is not retroactive) or whose membership in any cycling or athletic organization is of no pecuniary benefit to him whatever, directly or indirectly, except such as is hereinafter provided for in these rules; or who having transgressed any of the foregoing provisions, has been duly reinstated. For this class of riders prizes are limited to $35 in value for a first, unless a permit to exceed this amount shall be granted by the Board of Control. It is not intended that this rule shall apply to persons who may instruct others in cycling for the purpose of effecting the sale of a bicycle, nor to those who serve as officials of the N. C. A., or at races conducted under its permits.

A. G. CHAPPLE,
Captain of the N. Y. Motorcycle Club, Who Met With a Severe Accident, Is Out of Danger, Much to the Joy of His Friends.

ANSWERS TO MOTORCYCLE QUERIES.

Salesman Contemplates Using Motorcycle.

Worcester, Mass., Oct. 13, 1907.

I am considering the advisability of using a motorcycle to travel over a certain territory showing up a cement machine of which I have the agency. I cover the New England States calling on contractors and builders, and in a general way cover every town of 2,000 inhabitants or over. The model which I carry weighs 21 pounds, and is contained in a box the outside dimensions of which are 12 inches wide, 4 inches deep and 16 inches long. Besides this, I have a hand bag to carry necessary change of clothing and toilet articles. Weight 13 pounds. My weight is 160 pounds.

I have been using an automobile, a four-cylinder runabout 15-horsepower since last April 14th, and up to date have covered 6,453 miles. While I realize that the auto is a good investment I am a little disappointed in the running cost for I find this is greater than I anticipated.

As a basis of figuring I will give you the items of cost so they can be compared with the motorcycle, the running cost of which I would like to have you inform me, if you think it feasible for my business. I have been told that a motorcycle cannot be used on muddy roads. Please inform me as to this, for I shall have to take into consideration the time lost for any cause.

I hope you will be able to give me figures for comparison in the various items, also an unprejudiced opinion as to the practicability of the motorcycle for my purpose. J. E. B.

Your items of expense agree very closely with observations I have made on a car of about the same cost and power. I figured a trifle over 7c. per mile, but the average condition of roads over which I travelled was probably somewhat better, and I did not include the cost of garage or stable as I housed my machine in my own barn. To be correct the rent of the stable and the extra cost of insurance should have been taken into account. There is not the slightest question as to the practicability of the motorcycle for your purpose. A carrier suitable for your sample box and hand bag is regularly made. A run of 60 to 75 miles per day is really no task for any man; many riders have frequently made over 200 miles in a day.

Taking up first the cost of motorcycle, depreciation and cost to operate. A first-class machine fully equipped with luggage carrier and stand together with necessary accessories would cost $200.

Allowing a depreciation for one season of 25 per cent. (which is ample)	$50.00
108 gals. gasoline (60 miles per gal., at 22c)	23.76
4 gals. cylinder oil (400 miles per quart, at 75c.)	3.00
One new outer shoe for rear wheel (rear will wear 5,000, front 10,000 miles)	10.00
Express on tire	.35
Supplies (estimated)	1.00
Repair and replacement (estimated)	10.00
Batteries, 8 sets of 3, at 75c	6.00
Interest on investment, $200, 6 mos., at 3 per cent.	6.00
Total cost	$110.11

or 1 7-10 cents per mile.

According to the above figures, which I consider on a conservative basis, you would actually save $30.00 over your railroad fares.

In comparing the speed at which it is safe to run an automobile and motorcycle over the average road, I find the advantage to be in favor of the motorcycle. On runs where I have averaged 18 miles per hour on the auto, I have done 20 comfortably on the motorcycle, so it would be fair to concede a 10 per cent. advantage in speed for the motorcycle. I think I am underestimating this, but I have in mind your caution for an unbiased opinion so I will not take advantage of any doubt.

Figuring, therefore, that the motorcycle is 10 per cent. faster you would be able to cover the same territory in 2½ weeks less time, and there would also be a saving in time for cleaning and adjusting which need not be at the most, more than one hour for each 100 miles traveled, or 64½ hours total time, a saving of another half week. We will estimate the delays for punctures and repairs the same as your record, for that seems a short time for an auto, but is ample allowance for the motorcycle.

Now as to the advisability for using the machine in the mud and rain. I admit it is not altogether pleasant to drive in the rain, especially when unprovided with proper clothing for this purpose, and some kind of roads when the mud is in a certain

state it is almost impossible to ride at all, so we will make ample allowance for such contingency and say that in 6 months we have 200 hours in which a motorcycle cannot be comfortably used on the road, deducting 31 hours from this, the time in which your auto was stopped under this condition, we have 160 hours in the 6 months in which the auto is useable when the motorcycle is hung up. This is equal to 2½ weeks, counting 10 hours per day, but since we had previously gained three weeks over the auto we are still one-half week ahead, but the 200 hours' allowance for loafing would be well spent by traveling in the old way by train and trolley, and at least one-half the business done that could be done by the auto in that time. So, assuming a net profit of $1,000 as a basis in 6 months by the original method of travel by rail, you have increased your sales and profit by auto traveling 35 per cent. or $350.00
Less excess of traveling cost of auto...... 240.00

A net gain in profit over the rail method..$110.00
Traveling by motorcycle we can cover 40 per cent. more territory, so increase our sales and profit $400.00
Adding result of 10 days' work by rail..... 66.00
Saving in hotel bills by covering territory in 9 weeks, less time 180.00
Saving by motorcycle travel, less than railroad 30.00

A net gain over the old method..........$676.00
A net gain over the automobile method.... 566.00
—C. H. M. in *Cycle and Automobile Trade Journal*, Philadelphia, Pa.

IN the mass of suggestion that has been proffered that track racing may be rendered safer Henry Ford's idea of restricting competition to cars employing motors having a piston displacement not exceeding 250 cubic inches stands out clear cut and distinct, says the *Motor World*. It strikes at the root of the trouble and is in line with the *Motor World's* suggestion that it is time to limit the power of cars employed in track contests. As Mr. Ford maintains, 250 cubic inches allows ample scope for ingenuity and permits of all the speed that is necessary for practical purposes. Of course, the piston displacement is not a new one. It was considerably discussed two years ago, but nothing came of it. The American Automobile Association permitted the suggestion to pass unnoticed, as so many other deserving suggestions have been permitted to pass—that is, until mischief has been done.

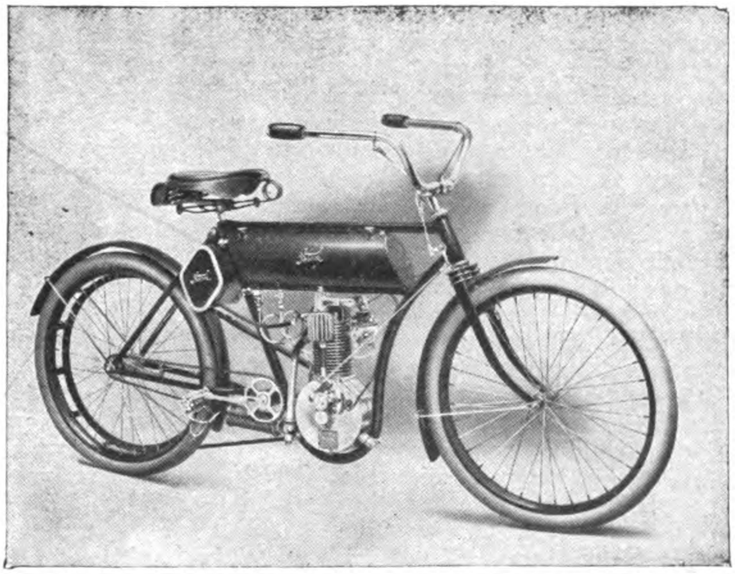
Although it probably is unknown to the A. A. A. and to most of those concerned with automobiles, the piston displacement limit already obtains in this country so far as motorcycles are concerned and has proved a most effective regulation not only for the sport, but in a measure for the trade as well, in that it has made the manufacture of freaks of abnormal power unprofitable. The body that governs motorcycle sport in America did not wait for tragedies to occur before providing safeguards. Several distressing fatalities had occurred abroad to both competitors and spectators exactly as they have recently occurred in automobile racing in this country, and profiting by this experience and for no other reason the Federation of American Motor Cyclists established a limit of five horse-power for machines eligible to competition.

In due course, the term horse-power being elastic trade rivalry led to the construction of machines bearing that rating, but manifestly of much greater power and that were close to the danger point. Again the motorcycle organization did not dodge the issue or cry out to the trade for help. It met the "trade rivalry" more than half way by promptly wiping out the horse-power definition and substituting therefor an inelastic limit of 61 cubic inches piston displacement, and there is stands to-day. No machine of greater capacity is permitted in a track contest. The few freaks of abnormal power that exist are restricted to straightaway trials and even

S. F. Heath, former sales and advertising manager for Wisconsin Wheel Works, now Mitchell Motor Car Company, and later for three years in same postion with E. R. Thomas Motor Company, is now making a Pacific coast trip in the interest of the Thiem Mfg. Co., Minneapolis, Minn., makers of the Thiem high-grade motorcycles. The Thiem company have, for a number of years, been engaged in making motors for bicycle purposes with remarkable success. Their plant, a very complete one, is now entirely devoted to the making of a line of motorcycles of the very highest grade.

Experts who have examined and tested the Thiem product unhesitatingly say there is nothing on the market, foreign or domestic, having greater merit in design, material or workmanship.

Pacific coast agents desiring to secure territory should address at once S. F. Heath, general delivery at Seattle, Tacoma, Portland, San Francisco or Los Angeles. Seattle will be reached about Feb. 1st, and the other cities in the order given above.



THE THIEM MOTORCYCLE FOR 1908.

then their performances go for naught. They are not booked as records.

It is to be added that in the five years' history of motorcycle racing in America there has been but one fatality and no broken bones and even motorcycles have a reputation for "going some." Doubtless the idea that anything is to be learned from the modest little two wheeler will be pooh-poohed in many directions, but the fact remains that the wise man will profit by the experience of others, it matters not who they may be. Having made automobile sport a mere annex of the trade and therefore being fearful of doing anything which may offend the trade, whether the A. A. A. really is in a position to take a stand for piston displacement or anything else that while making for real safety would render some cars unavailable for speed purposes and cause a trade outcry is an open question.

My Ideal Motorcycle.

BY MATT COLLINS.

EVERY individual has ideas of his own, and I pride myself on being an individual. I do not mean that I am one of the pessimistic who are prejudiced against everyone and everything practical, because I can discern the good things existing at present—even in a motorcycle.

In your perusal of this article you will notice that a number of the features are at present used on some of the leading machines. It proves that I appreciate very highly their good points; and there is no disparagement meant for their other features; but they could be better.

And I have, in my mind's eye, the image of what I consider an ideal motorcycle—one that can cope with the present road conditions, and yet one that has no very complicated features or parts that are apt to get out of alignment or become disadjusted after a little wear. A motorcycle to be really practical must not be complicated, because riders, speaking generally, are not machinists nor gas engine experts. A man may ride a complicated machine for some time and have no trouble, the same as an inexperienced chauffeur may drive a car and apparently operate it successfully, but sooner or later the repair bills will mount up and the poor quality of the material entering into the construction of the machine will receive the credit.

It is not the poor material used, but the poor judgment and care of the operator that is at fault. The average machine is well made; it will stand up under all ordinary conditions and do its work easily and well, but it cannot take care of itself nor can it be held responsible for the ignorance of its owner.

Perhaps my ideas will not come up to the ideal of other enthusiastic motorcyclists (a man must be an enthusiast to "dope out" ideas of his own), albeit my intention is to give my ideas to those who can and will develop them and better the motorcycle as much as possible. Everyone who has an idea owes it to himself and to his fellow motorcyclists to give it out, and I sincerely hope that others will follow my example.

My ideal must have a twenty-inch frame of the truss-loop type, constructed to give a wheel base of at least fifty or sixty inches. On our rough roads a long wheel base is imperative, a fact which is recognized by some of our leading manufacturers.

Truss forks with spring in the head prevents side sway and also is the strongest and less liable to break.

Grip control, of course.

The fuel tank should be large enough to hold two gallons of gasoline and two quarts of oil.

Ignition should be by magnets.

Oiling by pump with sight gauge in motor base.

Coaster brake, and emergency brake of the old bicycle style, which presses against front wheel with lever on handlebar.

I am a strong advocate of the free engine, and my idea of what that should be, considering complications, is an internal expanding and contracting friction clutch contained in the engine pulley, with a lever attachment that throws it out when brake is applied.

Chain drive with a compensating rear sprocket, all enclosed in an aluminum case, allowing chain to run in oil, thereby ridding the chain of its principle trouble—collection of grit in joints and undue wear.

Under the above conditions, the chain is, without doubt, the nearest approach to the perfect transmission for a motorcycle, notwithstanding the opinion of a few of our experts, who favor the gear and shaft drive with its complicated and many wearable parts.

The motor is the last but not the least, a three-horsepower, two-cycle motor of the Elmore type, either air or water cooled, with internal gears, lightweight piston and two heavy flywheels, one on each side of the crank case, inside. Fly-wheels to have blades or flanges and to act similar to a centrifugal pump.

A motor of the above type would be capable of developing the hill-climbing capacity of a six-horsepower, two-cylinder motor of the four-cycle type and would not contain half the weight or complications.

But it is doubtful if it could be properly cooled by air. My experience has been limited to four-cycle, water-cooled motors, and therefore I am not competent to judge of the two-cycle motor. That is a problem for engineers to decide. Personally, I prefer air cooling if possible.

The above is my ideal, to the best of my knowledge; and yet it isn't *the* ideal. It lacks many good features which will go to make up the motorcycle of the future. But I have started the ball rolling and now let others step forward and add to my ideal and make it better, for the benefit of us all, for we have to do the riding.

MOTORCYCLE POLICE, TOLEDO, O.

Toledo Police Motorcycle Corps.

When the Board of Public Safety last spring purchased for the police department two motorcycles it was done as an experiment. The motorcycle is not an innovation in police work, for in other large cities they have been used to a good advantage for several years.

Patrolmen Moses McCloskey and Frank Riley were detailed by Chief Knapp to learn to ride the things. The two stalwart officers suffered many a fall and escaped with scratches and bruises, but they mastered the art of riding their gasoline steeds and soon were detailed for duty.

It was early in April that the two motorcycles, ridden by policemen, were first seen on the boulevards and at once auto speeders took warning. But two motorcycles could not cover all of Toledo. It was April 6 that McCloskey and Riley made their first arrest, and when Judge Stewart fined the violator of the speed ordinance other members of the motor fraternity again took notice, this time being more respectful of the motorcycles and their riders.

Arrests followed rapidly after that, and the board, seeing the good work being done by the two members of the motorcycle corps, decided to add two more to the list.

Joseph Schlagek and Richard Martin were detailed to conquer the two new ones and Schalgek had hard luck. He collided with a pedestrian on the East Side one evening and received injuries which came near resulting fatally.

So badly shaken up was the new motorcycle man that he decided that the life was too strenuous, and, with permission of his chief, he retired to the simple, easy life of a patrolman. John Connors, familiarly known to his friends as "Jack," took Schlagek's place, and the quartet now consists of McCloskey, Riley, Connors and Martin.

Since April 6 the motorcycle corps has arrested 36 persons for violating the speed ordinance. In almost every case a conviction has resulted, for the motorcycles are equipped with speedometers, and when chasing an autoist the rider of the cycle can tell at just what speed the autoist is going. Judge Stewart has imposed a fine of $20 and costs in almost every case.

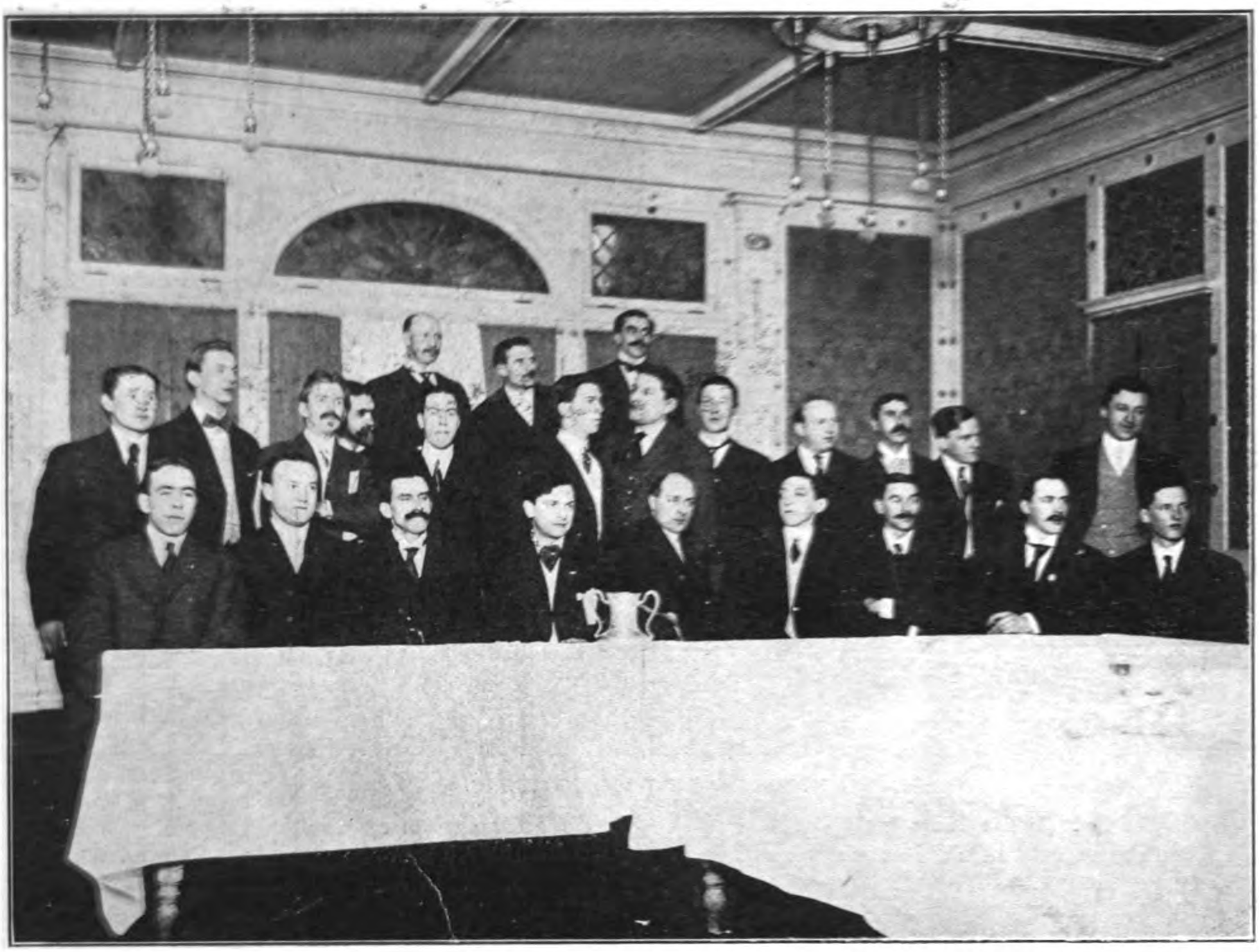
One of the men is kept at headquarters all of the time for emergency calls, and it takes but a moment for him to spin over to the East Side or to the outskirts.

For a time the motorcycles were on duty only from 7 o'clock in the morning until 5 in the evening, but complaints then came in about auto speeders who were taking advantage of the fact that no one was looking after them at night, and were "burning the boulevards" in the early hours of the evening.

It was then decided to detail two members of the corps for day service and two for night. That shift is now being worked with success. Speeding has diminished and there are now few complaints against such violations of the law.

The First 1908 Dinner of the N. Y. Motorcycle Club

BY EARLE L. OVINGTON.



THE NEW YORK MOTORCYCLE CLUB DINNER.

TALK about motorcycle enthusiasm! Say, boys, you should have seen the "bunch" of enthusiastic spark plug cleaners who turned up at Healy's restaurant on the evening of Jan. 25th to take part in the first social gathering ofo 1908 of one of the oldest and largest—if not the oldest and largest—club of this kind in America—the New York Motorcycle Club.

When I arrived and was directed to the ball-room where the dinner was to be held, I met groups of familiar faces, the owners of which were in laughing conversation. It need hardly be stated that such words as "carburetor," "magneto," "gears," etc., were of frequent occurrence, for motorcyclists are so full of enthusiasm for their hobby they take every available opportunity to talk "shop."

At 9 o'clock we were called to our places at two long tables set T wise, the officers being placed at the upper part of the T.

And right away came surprise No. 1. At each place a hand-painted program was seen, said program depicting some scene motorcyclists are all familiar with. One menu pictured a big twin-cylinder machine smashing into a dog, with the rider cutting a mathematical curve called a parabola in the clear atmosphere ahead, and his cranium coming into violent collision with a large portion of solid matter usually designated as a rock. Another card depicted an over enthusiastic motorcyclist before a judge, for advancing his spark and opening his throttle without going through the very necessary and obvious precaution of "rubbering" for a cop. A special card, "To Our Captain," was put before Chapple's chair. Likewise the artist favored (?) the writer with a card that is so humorous and appropriate I have taken the liberty of reproducing it—with others. And I must mention right here that Alfred Bartsch, who has the distinction of being the first honorary member of the club, is the party responsible for the artistic menu cards. As a free-hand artist of unusual skill he has given his services freely to the club since he joined. The attractive and always amusing postal cards, which announced our Sunday runs last year, were the result of his pen and fertile brain.

The first course, "Cape Cod Skids" (oysters) went at the rate of sixty miles an hour, although it is doubtful whether such a speed would have been attained had Brother Vierick told his 12 o'clock story at 9 o'clock.

Captain Bendix then arose and announced that no speeches would be allowed, but only story telling permitted. He further related that stories were to be divided into three classes, namely " before 10 o'clock stories," "before 12 o'clock stories" and "after 12 o'clock stories," or a classification suggested by the writer, "500 centimeter stories," "1000 centimeter stories" and "free for all"—"no limit stories." Then followed several stories which were purported to be in the 500 centimeter class (30.5 cubic inches) but which the writer thought should have gone into the "free for all" or "sky is the limit" class. But then your humble servant reckoned without Vierick. Much of which later.

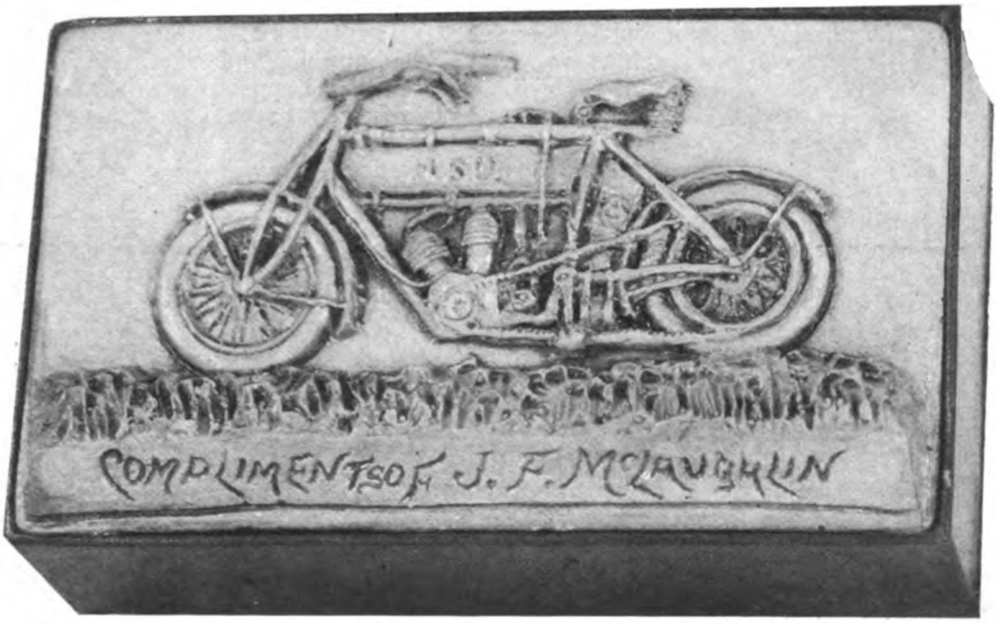
The next course, "Petrol Injection" (soup), came and went (but not in the same direction), while a rag time song and supposedly 500 cm. stories were told. And by the way, our genial Brother Toepel provided no little amusement by introducing a "hook" in the form a crab net without the net part. "Freddie" Horenburger and the writer were appointed "masters of ceremonies," and if President Bendix thought a story a "chestnut" he put it to a vote, and if the "yeas" won the unlucky story teller was summarily and without undue tenderness "hooked" by placing the crab net over his head, and brought before our president, where he was reprimanded before the assembled company amidst roars of laughter.

Between the fish and entree our plucky and well-beloved Captain A. G. Chapple was brought in on crutches. You will acknowledge his pluck when I tell you that only ten days previous he was riding his 7horsepower Pergeot when an automobile crashed into him and fractured his pelvic bone, sliced his ear and hurt his eye. Of course the boys were overjoyed to see him, but it was a dangerous thing for such a sick man to do. He pluckily stayed till the last, however, pale and thin as he was from his recent accident.

When "Hot Fly Wheels on Gaskets" (squab on toast) arrived, President Bendix formally presented the cup donated by MOTORCYCLE ILLUSTRATED, which was competed for by the Brooklyn and New York Motorcycle Club—the latter being the victor. Captain Chapple immediately christened the cup by filling it with White Seal, and each man took a swallow. I noticed that some took such a long a long time to perform this usually brief operation!

Brother Terwilliger, who is business manager of a magazine called *The Wide Way* (not a motorcycle path), 24 East Twenty-first street, New York, had sent each member issue No. 1, Vol. I, of his publication. And the first story was of particular interest. Unfortunately said story, like most serials, left the reader at the most interesting part. The writer, who has his bump of curiosity highly developed, although he doesn't always like to own up to it, wanted to know how this story continued and decided to get expert opinion. The question was, "Did he?" A standing vote was taken and "He did" won with odds seventeen to seven. Whereupon Brother Terwilliger arose and informed the breathlessly waiting company that he actually "did." Incidentally he remarked that as the motorcycle publications allowed F. A. M. members to subscribe at half price, he would do likewise and for half a green back of lowest denomination send a year's supply of the "stuff."

President Bendix then arose and stated that he had a scientific piece of literature he desired to communicate, but added that it would take fifteen



THE SOUVENIR ICE CREAM BOX TO COMMEMORATE THE OPENING OF THE NEW HEADQUARTERS OF THE N. S. U.

[illegible]

[illegible]SSION

[illegible] New York Motorcycle Club.

[illegible]

[illegible] well-known [illegible] attracted by [illegible] ex- [illegible] steamer. [illegible] hundred feet [illegible]

[illegible] a short dis- [illegible] a large [illegible] to see [illegible] meaning of its ma- [illegible] stopped and spoke [illegible] much [illegible]

[illegible] to-night?"

[illegible] have offered a [illegible] motorcycle club [illegible] machines [illegible] composed [illegible] motor."

[illegible] always [illegible] times and un- [illegible]

[illegible] experimented. [illegible] explosive when [illegible] would [illegible] machine [illegible] I use [illegible] which [illegible] to the [illegible] the exhaust [illegible] steamer. Now [illegible] mixture, which I know [illegible] works satisfactorily [illegible]

[illegible] again mounted [illegible] machine [illegible] After [illegible] however, I was [illegible] and [illegible] find a wrecked machine [illegible] but we were [illegible] because there was no trace [illegible] the like [illegible] never [illegible]

Question—What was the motorcycle referred to?

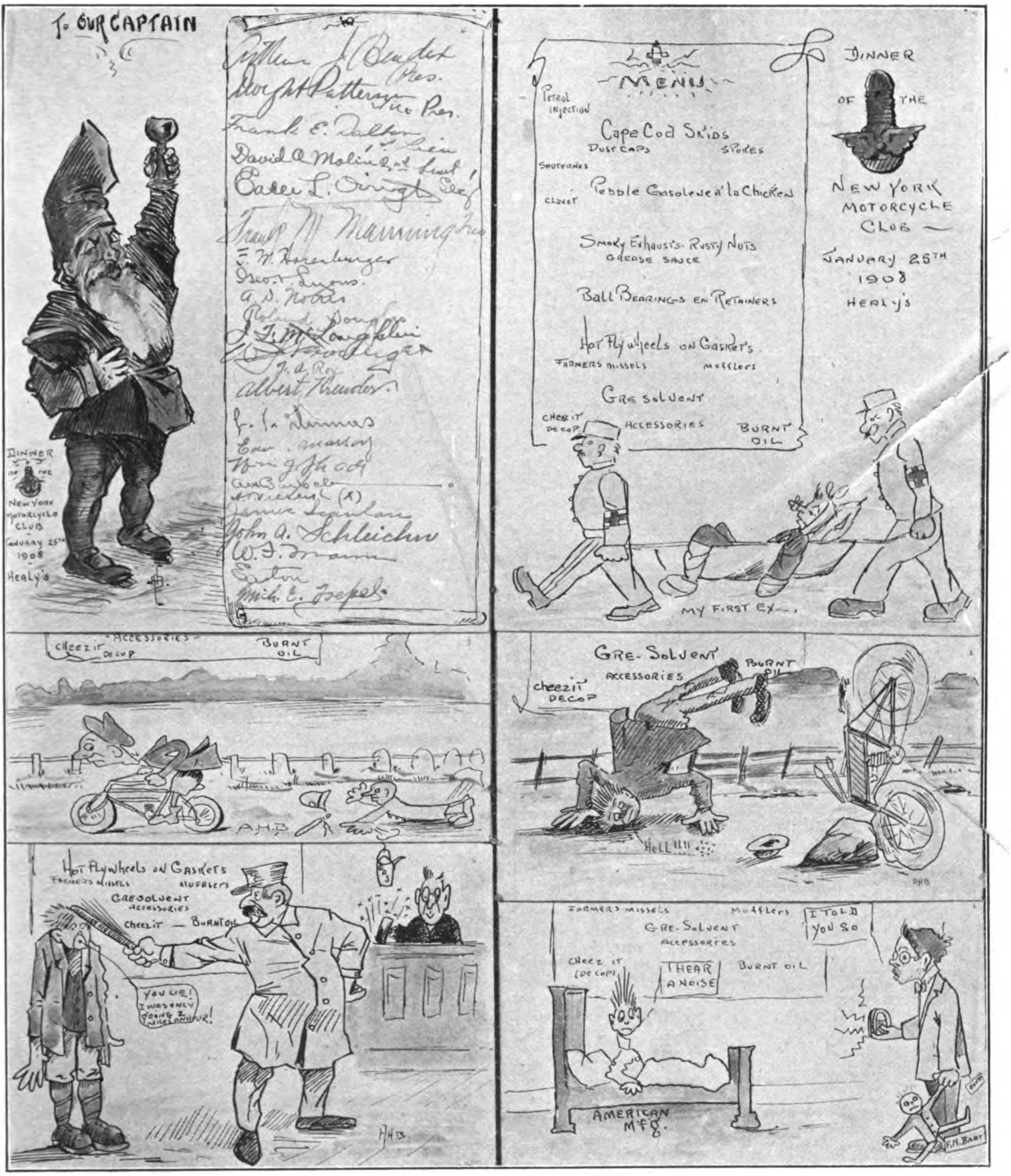
More Motorcycles in Cities.

Three cities which have just organized motorcycle squads for the prevention of lawless driving on the part of automobilists are New Orleans, La.; St. Joseph, Mo., and Kansas City, Mo. Wherever this mode of [illegible] has been tried, the results have been eminently satisfactory, and the leading cities of the country are breaking in motorcycle [illegible]

Chief Buys Motorcycle.

Chief of [illegible] of Wilkinsburg, recently purchased a motorcycle, and is keeping his [illegible] making hasty and frequent [illegible] his new cycle. He says he will teach [illegible] the force to use the [illegible] they can answer calls quickly.

Souvenirs of the New York Motorcycle Banquet held at Healy's January 25, 1908


To OUR CAPTAIN
DINNER OF THE New York Motorcycle CLUB January 25th 1908 Healy's
Arthur J. Binder Pres.
Dwight Patterson Vice Pres.
Frank E. Dalton 1st Lieu
David A. Molin 2nd Lieut
Earl L. Ovington Sec'y
Frank M. Manning Tres
F. W. Horenberger
A. D. Noore
Roland Douglas
J. F. McLaughlin
J. A. Roy
Albert Theuder
John A. Schleicher
W. F. Mann
Easton
Mich. E. Foepel
MENU
Petrol Injection
Cape Cod Skids
Dust caps
Spokes
Sauternes
Pebble Gasolene a' la Chicken
Claret
Smoky Exhausts - Rusty Nuts
Grease Sauce
Ball Bearings en Retainers
Hot Flywheels on Gaskets
Farmers missels
Mufflers
Gre Solvent
Cheez it de cop
Accessories
Burnt Oil
DINNER OF THE NEW YORK MOTORCYCLE CLUB January 25th 1908 Healy's
MY FIRST EX—.
Cheez it decop
Accessories
Burnt oil
A.H.B
Gre-Solvent
Accessories
Burnt oil
cheezit decop
HELL!!!!
AHB
Hot Flywheels on Gaskets
Farmers missels
Mufflers
Gresolvent
Accessories
Cheezit — Burntoil
You lie! I was only going 2 miles an hour!
AHB
Farmers missels
Mufflers
Gre-Solvent
Accessories
Cheez it (de cop)
I hear a noise
Burnt oil
I told you so
American Mfg.
F.N. Baby

TO EACH MEMBER PRESENT WAS GIVEN A HAND-PAINTED AND ORIGINAL DRAWING PERTINENT TO THE MEMBERS WHO RECEIVED THE CARDS. *Drawn and executed by Al Bartsch.*

[illegible]

[illegible]

The M. W. in Chicago.

[illegible]

Changes in the Armac Policy for 1908.

[illegible]

[illegible] Company is sales [illegible] in Chicago [illegible] avenue. [illegible] sides of the [illegible] They were the [illegible] among the [illegible] followed by [illegible] motorcycle stores [illegible] the new [illegible] Armac, who has [illegible] motorcycle business [illegible] Armac has been [illegible] agencies have already [illegible]

[illegible] improvements in the [illegible] been in [illegible] The plant [illegible] and the facilities [illegible] have been [illegible] that are [illegible] indicates that [illegible] public attention. [illegible] of the Armac Company. [illegible] business, while not [illegible] will be a big business [illegible] realize the utility of the [illegible]

Rural Route Carriers to Have Motorcycles.

[illegible] Lawrence, Kan., have decided [illegible] just the thing for [illegible] expense and [illegible] purchase [illegible] costs about $2[illegible] and is [illegible] can be used in Kansas [illegible] They are speedy things. [illegible] nothing short of a cyclone [illegible] make a deal they will [illegible] from two to [illegible]—[illegible] State Journal.

Motorcycles for Elmira Cops.

Elmira [illegible] have been carefully considering the advantages of motorcycle officers, and will [illegible] machine in commission early in the spring. The city now has six mounted officers riding horses, and their good work has naturally paved the way for the other type of machine.

Ray Stevens, in addition to handling clutches, anti-freezing solutions and the like, has now taken a hand in the motorcycle business and will try to convert those who favor the belt transmission to the Getz belt. This belt has a chain for its core.

1908 Indian Motorcycles

[illegible] machines at the [illegible] Show to be held at Madison Square Garden from Feb. [illegible]

[illegible] and inspect the 2½ and 3½-h.p. single and 5-h.p. double. Mechanical valves.

F. A. BAKER & CO.

BROOKLYN: **NEW YORK CITY:**

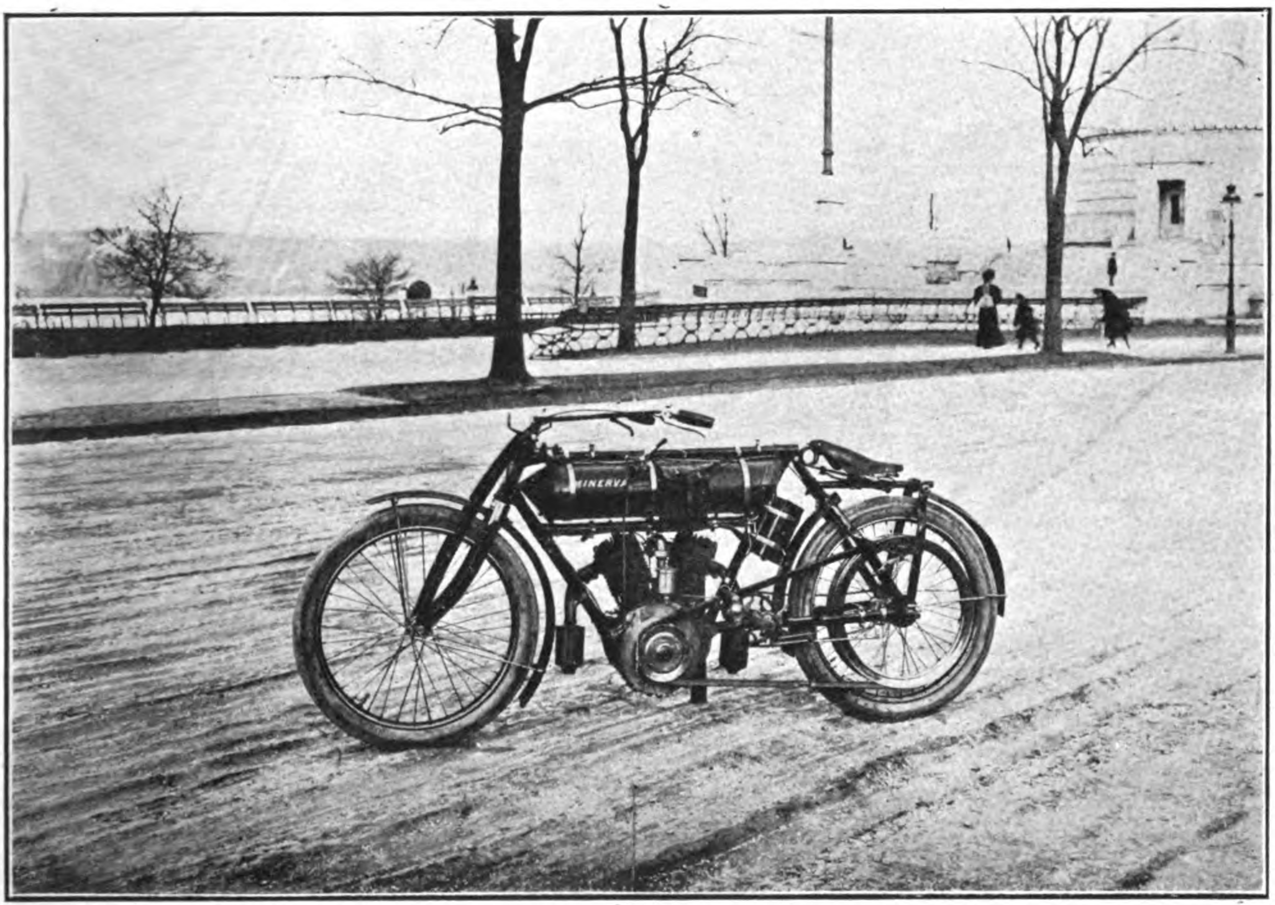
[illegible] Bedford Ave. 37 Warren St.

A New Tire.

The Pennsylvania Rubber Company, of Jeanette, Pa., have entered into the motorcycle game and their product is particularly worthy of consideration, inasmuch as it carries a 3,000 mile guarantee and all replacements will be made on that basis. The casings are made of the best fabric and rubber obtainable and while not exceptionally thick their quality insures exceptional life and resiliency. The 2¼-inch casing when inflated measures 2 7-16 inches, and the 2½-inch tire shows a full 2¾-inch diameter.

Their new butt-ended inner tube, which is the first American inner tube of that type, is made of excellent stock, and the clever construction of the joint makes pulling apart impossible. No one can appreciate the value of a butt-end inner tube to a rider on the road unless they have tried one. It is but a moment's work to remove the tube, find the puncture and repair it. Replacing is quickly done and the rider is off. When a puncture is small it is nearly always necessary to put the tube in water to find it, and with the ordinary inner tube this is difficult, to say the least, if the puncture happens to be in the rear wheel. However, with a butt-ender it is a simple matter.

The new tire and inner will undoubtedly prove popular and nearly all motorcycle manufacturers will furnish it on request if it is not a standard fitment.



THE MINERVA. *Photo by Boote Bros.*

The Minerva.

The George V. Lyons Motor Company have secured the American agency for the Minerva motorcycle, a product of the Minerva Motors of Antwerp, Belgium.

The Minerva has had a very successful 1907 racing season, having won, among many other events, the Circuit des Ardennes, the oldest motorcycle classic of Europe. The Ardennes course is a hilly one, with many turns and is 108 miles long. The time made by the winning Minerva 8 horsepower was 2 hours, 37 minutes and 38 seconds, making an average speed of 40½ miles an hour.

The four Minerva models will be carried in stock—2¼, 3½, 4½ and 8 horsepower, the last-named being a duplicate of the Ardennes racer.

The wheel base of all models, with the exception ot the 8 horsepower, will be 54 inches; the 8 horsepower will be 56 inches. Ground clearance on all models, 4[illegible] inches.

Among the 1908 improvements will appear the following:

Ignition controlled from the handle bar by a twisting handle. All levers on the tank will be dispensed with.

G. and A. automatic carburettor, requiring no air lever.

Detachable foot rests.

Two band brakes on the rear hub, one hand applied, the other by back pedalling.

Separate luggage carrier and stand.

Eiseman high tension magneto used in conjunction with the Minerva patent rotary drive, will be supplied with all single cylinder models. Double accumulators of 15 A. H. each on the two cylinder models.

Transmission will be by a "V" leather belt ⅞ inch.

Mechanically operated valves will be used on all models.

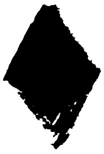
The 8 horsepower Ardennes type will have a range of speed from 10 to 70 miles an hour. The accompanying cut shows the Ardennes 8 horsepower type.

Gasolene capacity, four gallons; oil, two quars.

Club News.

[illegible]

F. A. M. Motor Club of America



[illegible]

New York Motorcycle Club

[illegible]

[illegible] January [illegible] 1908 the New York Motorcycle Club [illegible] the following officers: [illegible] J. Bendix, president, [illegible] avenue; [illegible] Peterson, vice-president, [illegible]; [illegible] Covington, secretary, 2254 Broadway; [illegible] Manning, treasurer, [illegible] avenue; [illegible] Broadway; [illegible] Columbus avenue; [illegible] Perkins, [illegible] 60th street; [illegible] street; [illegible] C. Coggan, captain, 1060 Park avenue; [illegible] first lieutenant, [illegible] avenue; [illegible] second lieutenant, [illegible] avenue.

[illegible] decided that the office [illegible] by Secretary [illegible] the [illegible] to hold meetings [illegible] with [illegible]. [illegible] will be [illegible] on the second Wednesday and fourth Thursday of every month, at which time you are particularly requested to [illegible] you may have for the [illegible] and [illegible] of the club, or suggestions [illegible] the captain. [illegible] C. Coggan [illegible] already has well [illegible] plans for a single and double century, and [illegible] 24 hour road race, particulars of which will be [illegible] at the meetings. [illegible] Covington has offered a [illegible] given in the 24 hour race, which is to have [illegible] the particulars are still lacking [illegible] urged again to attend the meetings.

[illegible] dinner for the club members only will [illegible] Restaurant, 66th street and Columbus avenue, on Saturday evening, January 25th, 1908, [illegible]. Thirty [illegible] members have pledged [illegible] plenty to eat, to drink, [illegible] good cheer, and music. If you [illegible] send $2.25 to F. M. Manning, treasurer, [illegible] without delay, as only those [illegible] will be admitted, and remember it [illegible] place Healy's, 66th street and [illegible] there will be no speeches, and [illegible] morning.

[illegible] please find application blank for [illegible] make it your duty to get a new [illegible] are $4.00 per year, and if your [illegible] we want him in the club. Send [illegible] secretary correctly filled out, and [illegible] committee will do the rest.

ARTHUR J. BENDIX, President.

Metropolitan Motorcycle Club.

[illegible]

Chicago Motorcycle Club.

At the recent election of officers of the Chicago Motorcycle Club the following were elected: President, [illegible]; [illegible] Woodworth; corresponding secretary, [illegible]; financial secretary, [illegible]; treasurer, [illegible]; board of directors, [illegible] Woodworth, [illegible] and Salvage; [illegible] racing board, Messrs. [illegible] and Salvage.

The present officers are particularly efficient and the [illegible] consideration. The present membership is around the one hundred mark, and by the middle of the season it will undoubtedly be [illegible] on Michigan avenue, with a garage in connection, is contemplated, and unless the plans of the future [illegible] miscarry Chicago will have one of the largest and most energetic clubs in America.

Motorcycle Club for Boston.

There has recently been started in Boston its first motorcycle club. The organization includes among its members many of Boston's representative riders, and it is expected that the club will be a great factor in promoting the sport of motorcycling in Massachusetts. It will be known as the Commonwealth Motorcycle Club, and its officers are: President, A. E. Muzzey; vice-president, [illegible]; secretary, G. A. Ellsworth; treasurer, [illegible]; captain, Theo. Rothe; first and second lieutenants, Dr. [illegible] Edmunds and [illegible]. The secretary's address is 33 Coolidge road, [illegible] Station, Boston, Mass.

Los Angeles Motorcycle Club.
Los Angeles, Cal., January 16th, 1908.

Motorcycle Publishing Co.,
[illegible] Building, New York City.

Gentlemen—We take pleasure in submitting our club news.

The regular pleasure run of the Los Angeles Motorcycle Club will be January [illegible] to Anaheim, leaving the clubhouse, [illegible] West [illegible] Street, at 9 a. m., going via Downey, Norwalk, Artesia, and Buena Park, and returning through Fullerton, La Mirada, and Santa Fe Springs, which makes it a trip of "no scenes twice seen." Roads have been officially inspected and are said to be in the finest of condition. Luncheon has been arranged at one of the leading restaurants of Anaheim City.

January 17th will be the monthly entertainment of lady friends by dancing, cards, etc., at the clubhouse.

Ten new members were taken in at the last business meeting, making the club in members about one hundred. We are exceedingly pleased to make mention that we believe Los Angeles has the largest motorcycle club in existence, and would like to hear if some city can beat us. We also claim that we are the only club that has regular pleasure trips each two weeks the year round. Yours very truly,

LOS ANGELES MOTORCYCLE CLUB.
By Sanford Lyon, Press Agent.

Pasadena Motorcycle Club.

Officers have been elected for the Pasadena (Cal.) Motorcycle Club as follows: President, Charles Backus; vice-president, William Hollenbeck; secretary, John Foster; treasurer, Manly Goddard; captain, Edward Myers; lieutenant, Albert Wenger.

ABOUT ARMAC MOTOR CYCLES

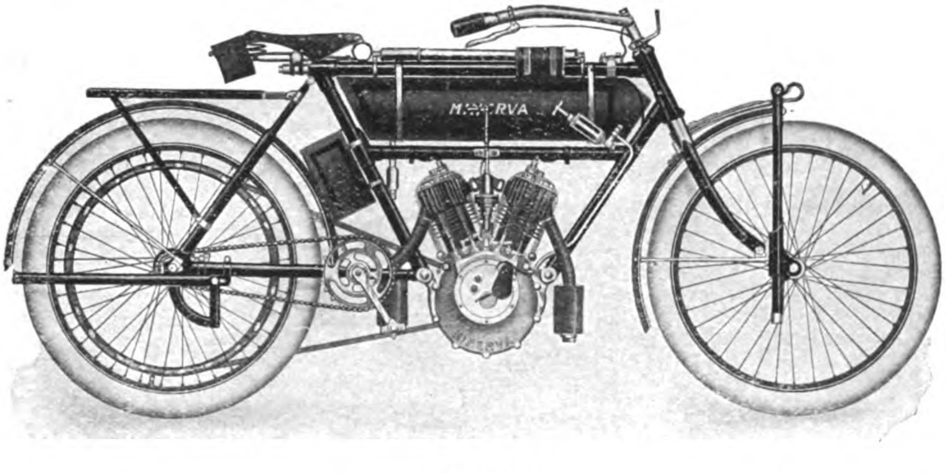
In selecting a motorcycle, if you only knew as much about the **ARMAC, 1908,** as we do, you would not hesitate a minute in your choice. According to an authority, the **ARMAC** shows brains,, and its engine and bearings are perfect. Among the hundreds of **ARMAC** motorcycles ridden in the country, there has been no word of complaint from anyone who was capable of running a machine. Any man who has a "think tank" which is working regular and gives enough attention to the rudiments of motorcycle construction can keep an **ARMAC** going. We don't furnish anything in the way of grey matter, but for $200 in the coin of the U. S. Government, that is accepted at par anywhere under the Stars and Stripes, we will deliver a good, strong motorcycle, built right, with right material, no tin or solder, that will take you out and bring you back again. Has several exclusive features of construction that excel all others. These include the weldless steel tubing gasoline tank and oil reservoir, that is an integral part of the frame. Our patent pulley rim, triple fork crown, double post bar that will not twist in any exigency of strain in ruts or deep sand. A new direct oil pump insures positive lubrication. A penny post card will bring you the evidence of staunch riders of the **ARMAC,** who have depended on the **ARMAC** for years and who have never had any trouble. What others have enjoyed, you may also enjoy. The **ARMAC** is not altogether a machine for joy riding; it is so good and strong that its utility is far-reaching. Most satisfactory reports are made by collectors, canvassers, rural delivery carriers, doctors, telephone and telegraph inspectors. If every small merchant would stop to investigate the facility of the motorcycle delivery attachment, he would find that his small packages would be delivered for a good deal less than he now pays. But, anyhow, the motorcycle is coming into its own and if dealers in motorcycles or kindred product throughout the United States would rouse themselves to the possibilities of getting people to know the advantages of the motor driven, two or three wheeler, the number of machines would rival the millions of pedal driven wheels seen a decade ago. We want agents that have enough red blood in their veins to go out and sell machines. Some wise ones have already got in the band wagon. Send in your name and address if you want an agency.

Armac Motor Co.
MOTORCYCLES
Factory: Chicago

Sales Agents
H. H. THORP & CO.
1221 Michigan Ave.
CHICAGO

H. H. Thorpe & Co., are veterans in the cycle trade, and as sole distributers of the factory product of the well-known Armac Motor Co., announce that correspondence regarding sales should be addressed to 1221 Michigan Ave., Chicago.

Standard of Europe for Speed and Reliability



MINERVA

3 1-2 H. P. with Magneto, $270.00; 4 1-2 H. P. Twin, $275.00; 8 H. P. Twin, $350.00

The 8 H. P. **TWIN** is a duplicate of the **ARDENNES RACER,** winner of the **CIRCUIT des ARDENNES 1907.** The distance, 108 miles; the time, 2 hrs. 37 min. 38 sec.; an average speed of 40½ miles an hour on a hilly course.

We are also ready to make delivery on the WAGNER 1908 model, AMERICA'S BEST, $210.00

GEO. V. LYONS MOTOR CO.
87TH STREET AND BROADWAY NEW YORK

A full line of Minerva and Wagner models will be exhibited at the Sporsman's Show, Madison Square Garden, February 20th, to March 7th.

Questions
and
Answers

Philadelphia, Jan. 14, 1908.

Motorcycle Publishing Co.

Dear Sirs—Enclosed find one dollar for one year's subscription to "Motorcycle Illustrated," a very good paper. Have received your paper from January, 1906, to present date through my newsdealer, but wasn't a satisfactory way of doing things, so gave you the above subscription beginning with January, 1908, number.

I intend buying a belt-drive motorcycle and ask if you will please help me select a machine. I have set my mind on having either a Yale, Curtiss, N. S. U., Excelsior or Thomas. I have about $200 to spend for a machine and I want it for general, easy, fast and slow and economical riding. At present I ride an R. S. for the Philadelphia Electric Company and have ridden a Yale to Easton and back pluss some 100 miles. These two are the only machines I really know.

Thanking you in advance, I remain,

Yours respectfully,
J. HALL EBAUGH,
3741 Lancaster Ave.,

(The Curtiss, M. M., Royal, N. S. U., Armac, Yale, Thomas Auto Bi, Harley-Davidson and Merkel motorcycles are all belt-drive. Anyone of them will give you satisfactory results. Would suggest you write for catalogue of these machines and compare them and select the one you think would meet your requirements. —Editor.)

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908 Lafayette St.,
Alameda, Cal., Nov. 13, 1907.

The Motorcycle Illustrated,
New York.

Dear Sirs—I notice in a recent issue enquiries about the address of the Duck Cycle and Motor Works. It is 1334 Broadway, Oakland, Cal.

They do not make machines in quantities, but only to order. No catalog is issued by this firm. There are a great number of these machines about here. The spring seat, described by Mr. Rhodes, and also the rubber hose grips are supplied on the Duck.

I think American machines, as a class, are far and away behind the foreign machines. An engine set between the legs of a rider does not look good to me.

A large wheel base with the engine set low down with 2½-inch tires makes an easy-riding and easy-handling machine. I think machines should have at least 3½ H.P. for our roads. Two speeds with a free engine would be a good thing.

The frame of the average motorcycle is far too weak.

I have a friend who has a machine of the ——— type and he has had his frame break twice. It must have been broken from the vibration alone, as he has never hit anything. I have had my machine for three years and it is as good to-day as when I got it. The frame is made heavy and the wheel base long, with a 2-cycle 3 H.P. motor. It makes a nice mount.

I have had many spills and collisions, but my frame does not show a scar of any kind. I use a round belt and you could not give me a chain or flat belt machine. I have had absolutely no trouble of any kind that I could not fix myself.

Yours truly,
A. N. Ramsey.

Babylon, N. Y., Nov. 11, 1907.

Editor Motorcycle Illustrated.

As your patient ear is ever open to our cries of trouble, I am going to tell you a new tale of woe.

I notice from ads in yours and other papers that a great many motorcycles are being stolen and apparently never recovered, even if number of motor is known and advertised. I had an Indian stolen some weeks ago out of a well secured barn and have been wondering if there is no scheme whereby we could protect ourselves from this sort of larceny.

My fellow rider may have his machine stolen next, so if this is only a word of caution I think it may be in season.

You have some very able contributors, so I thought that some of them may be able to suggest something that would benefit us all.

Would also say that I like your paper very much and also wish it would come oftener, say twice a month.

Was pleased with Mr. Ovington's unselfish spirit shown in his desire to make a distinction between trade riders and private owners, and although he rides and sells a machine some of us are not able to afford, we cannot help but admire the manly and unselfish spirit whenever shown.

Yours truly,
Wm. F. Hoffman.

Detroit, Mich., December 26th, 1907.

Editor "Motorcycle Illustrated."

Dear Sir—In your December number I noticed an article written by Mr. C. H. Wilson, of Port Chester, N. Y., in answer to which I would ask the privilege to make a few remarks. In writing this I do not wish to give your readers the idea that I know "It" all, but will leave it to them to judge whether I am right or not.

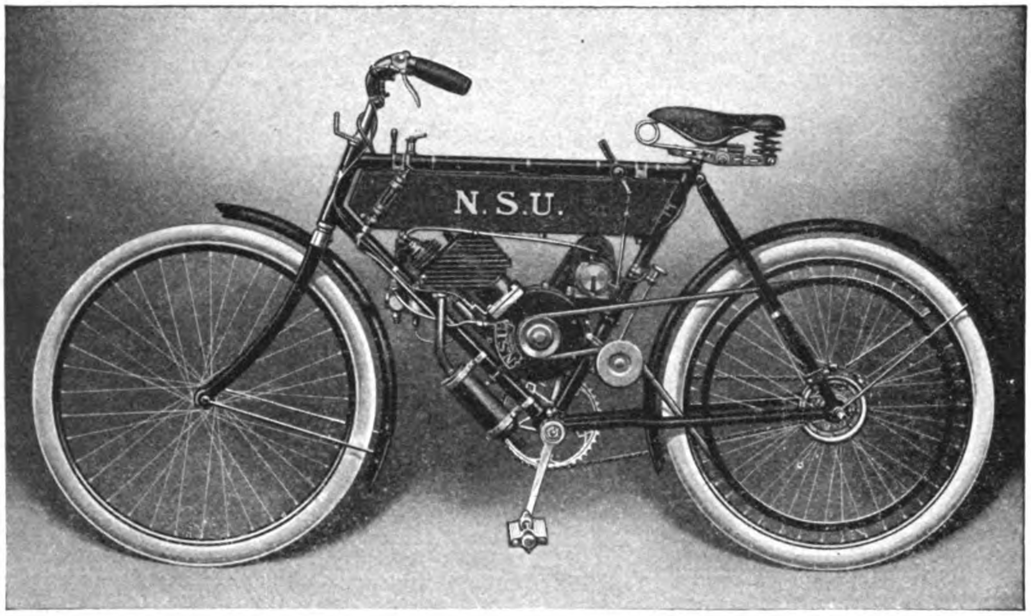
In the first place, I think Mr. Wilson knows a good motorcycle when he sees one, still I don't quite agree with him on the subject of foreign motorcycles. In spite of all that has been said on this subject I have yet to see the man that can give us some good, substantial proof that the foreigners are ahead of us. Although a few of the foreign machines have some good points, I can't see where they have anything on us, not by a mile. Mr. Curtiss showed us what a 5 horsepower Curtiss can do to a 14 horsepower foreign make when it comes to speed. Mr. Baker, mounted on an Indian, demonstrated what an American machine can do in an economy contest, and where were the foreigners in Mr. Baker's class? Only one finished, and second last at that. Then, again, Mr. Hastings went over to England and entered the six days' reliability contest, mounted on an Indian, the only American machine entered, and won highest honors. Isn't that enough proof? Where have we anything to learn from the manufacturers across the pond? In the use of magnetos or sloppy accumulators? I have covered an average of 65 miles a day for the past season, but have yet to experience my first battery trouble. Now just do a little figuring—the majority of electrical dealers in this city sell the Columbia battery at 20 cents each. This makes 60 cents a set. In watching my cyclometer I found that I could easily get 1,500 miles out of every set, and on a machine that is geared as low, perhaps lower, than any other machine made. On the other hand, manufacturers ask $40.00 for a magneto; now $40.00 will buy two hundred batteries at 20 cents each, making about sixty-six sets of three each. Now count-

Opening of NEW AMERICAN HEADQUARTERS

N. S. U. MOTOR CO.

206 W. 76th Street Between B'way & Amsterdam Av. New York City

Full Line of Parts, and Repair Shop on Premises



N. S. U. 1¼ LIGHTWEIGHT WITH MAGNETO.

WHY?

Why should you expend so much physical strength in the enjoyment of a ride on your cycle? That useless straining in the endeavor not to be done by hills, efforts which leave you exhausted at the top, and jaded at the end of the day's ride.

Just the Machine—

Write for particulars to the

N.S.U.

MOTOR CO.
206 W. 76th St.
NEW YORK

WHY?

Why not invest in a *light* Motorcycle which entails no physical efforts? You start away on your ride simply controlling the mechanism just as circumstances demand. taking all hills as they come, and so on right through the day, arriving at your destination fit and ready for more.

The difference is obvious.

AGENTS IN THE UNITED STATES.

Eastern New York, Northern New Jersey and Connecticut - J. F. McLaughlin, 206 West 76th St., New York City.
Western New York State—Neal, Clarke & Neal Co., 643-5 Main St., Buffalo, N. Y.
Massachusetts—The Motorcycle Specialty Co., 258 Columbus Ave., Boston.
Michigan—F. Kircherer, 206 St. Aubin Ave., Detroit, Mich.
Colorado, Wyoming and Utah—F. N. Williams, 224 16th St., Denver, Colo.
Kansas, Missouri, Iowa and Nebraska—E. M. Brotherson, 529 Joplin St., Joplin, Mo. The Sellers-Bury Co., 1207 McGee St., Kansas City. The Southside Cycle Co., 1701 S. Broadway, St. Louis.
Pennsylvania The averford Cycle Co., 827 Arch St., Philadelphia.
Cincinnati and Suburbs The Pickering Hardware Co., Sporting Goods Department, Cincinnati, Ohio.
Wisconsin—F. A. Bremer, 613 North Ave., Milwaukee, Wis.

ing an average of 1,500 miles to the set. 66 sets will run you over 99,000 miles, nearly 100,000 miles. Riding an average of about 10,000 miles a year, how good would a magneto be after ten years' of service, Mr. Ovington? Don't you think you would have some new magneto parts and repairs to pay for? Perhaps enough to buy batteries to run you another 50,000 miles; that is, five years more. Do you think you can use a magneto for fifteen years? Figure it out.

The following is what I would consider an ideal motorcycle:

First—A motor built on the lines of the Harley-Davidson, but with mechanical valves (I would prefer a twin cylinder of about 6 horsepower); said motor to be set in a loop of the frame and as low as possible. The above motor in my estimation is the finest riding motor made, no vibration and never gets hot.

Second—Carburetter—and good first-class float feed.

Third—Control—Double grip control on the order of the Indian, with one or two exceptions. I would want the throttle made so as to enable one to shut the gas off completely if desired; a thing that can't be done on the above machine. Then, besides controlling spark advance and exhaust valve lift with the other grip, I would suggest a small switch placed on the handle bar which could be worked by the pressure of the thumb; thus when riding down the street you have to shut off just for a moment, as often happens, all that would be necessary would be to press your thumb to the switch, which would break the circuit and you could shut off and on without touching neither throttle nor spark advance. The only time that it would be necessary to turn those off would be if the machine had lost a great deal of momentum or you had stopped altogether. I noticed a similar arrangement on a twin N. S. U. and think it is O. K.

Fourth—A good, large muffler, large enough to silence the explosions perfectly. Also cut out located near or direct on muffler, operated by foot or with lever from above.

Fifth—Frame 20 inches high, double top bar, upper bar turning down at saddle end, like new M. M. machine. Lower part of frame looped.

Sixth—Spring fork like the Sager, but somewhat heavier, especially the springs. I found the 1907 Sager too light.

Seventh—Wheels 26-inch; tires, 2½-inch.

Eighth—Wheel base 56 or 59 inches.

Ninth—Transmission—Positively belt, 1½-inch, with ball-bearing idler set as near the front pulley as possible and regulated from saddle by means of rod like on the Harley-Davidson and the Excelsior. With this arrangement you have a free engine if the belt is left loose enough.

Tenth—Band brake on the lines of the N. S. U. and perhaps a coaster brake besides.

Eleventh—Lubrication-sight drop feed.

Twelfth—Regular No. 6 cells.

Thirteenth—Large copper tanks, one set between the upper bars holding two gallons of gasoline and two quarts of oil; the other tank filling in the space between the seat post mast and the rear wheel holding batteries, coil and tools.

Fourteenth—Long, wide handle bars.

Fifteenth—Large coil spring saddle, Persons' or Brooks'.

This is my idea of a motorcycle and am ready to buy one like it immediately.

Regarding your paper, will state that I think it is immense, only we want more of it, both illustrations and reading matter; price don't count. I have every copy so far published.

Hoping that this will not take too much of your space, I remain. Respectfully, **CHAS. H. DRUDE.**

One of the first victims of the Milwaukee motorcycle police squad was the man who sold the city its speedometers. As he had guaranteed the accuracy of the instruments he could not dispute the one which caused his downfall, when haled into court, and paid a fine without a murmur.

Correspondence.

We want to hear from you.
This is open for others' views, and the Editor is not responsible for their way of thinking.

Chatsworth, Ill., Jan. 16, 1908.

Publisher "Motorcycle Illustrated."

Dear Sir—I have received seevral samples of your paper and now take pleasure in sending you my subscription. Enclosed find $1.00 for same and, as per offer, send me your book, "Care and Repair of Motorcycles." I am agent for the "Wagner" motorcycle and expect to receive my machine within a few months. You are publishing a nice paper. I like your correspondence department especially. I wouldn't mind to see several pages for this department every month. I hope to help in this department if I am able. Your fine illustrations could not be excelled. In closing, will ask you to send me a few samples, etc., in order to secure subscriptions.

Hoping to receive my paper regular every month, I remain, Yours truly,

JOHN C. BECKER.

New York City, December 31, 1907.

Editor "Motorcycle Illustrated,"
Wall and Broad Street, New York City.

Dear Sir—I have just purchased my first copy of "Motorcycle" and find it very interesting and instructive. Not having a permanent residence, I shall buy each month.

In looking it over I find there is a great amount of criticism about the merits of American and foreign machines.

I would like to relate a little experience I have had with an "Indian."

About the 15th of December I was called to Baltimore, Md., on business and while going down North Calvert street, I saw a motorcycle up for raffle. I took a chance, threw 46 on the dice, and being high man, I won.

As I never had run a motorcycle before Mr. A. Heim, the former owner, operated it for me on the stand. That was all the instructions I had.

On December 24th I filled my tank with one gallon of 76-degree gasoline, left Baltimore at 8 a. m. and arrived at Trenton, N. J., at 1.10 p. m., a distance of 134 miles, refilled my tank and arrived in New York City at 4.15 p. m., a distance of sixty miles, or a toltal of 194 miles in 8 hours and 25 minutes, including stops, lunch and time required in filling the tank. How is that for a beginner with an American machine?

Sincerely yours,

WM. E. SMITH.
159 East 39th Street.

Bridgeport, Conn., January 10, 1908.

Editor "The Motorcycle."

Dear Sir—I am a commercial traveler, a motorcycle "bug," and a close student of your valuable magazine. I find it very difficult, however, to buy it at news stands throughout the country. I enclose $1.00 therefore and ask you to subscribe me for one year, beginning with the February number. As you give the book, "Construction, Management and Care of Motorcycles," with a year's subscription, you may send the book at once to Bridgeport, Conn. On or about the first of each month I will notify you my address for mailing "The Motorcycle Illustrated."

My F. A. M. is No. 1192, but I think too much of your magazine to ask or expect any concessions on this account.

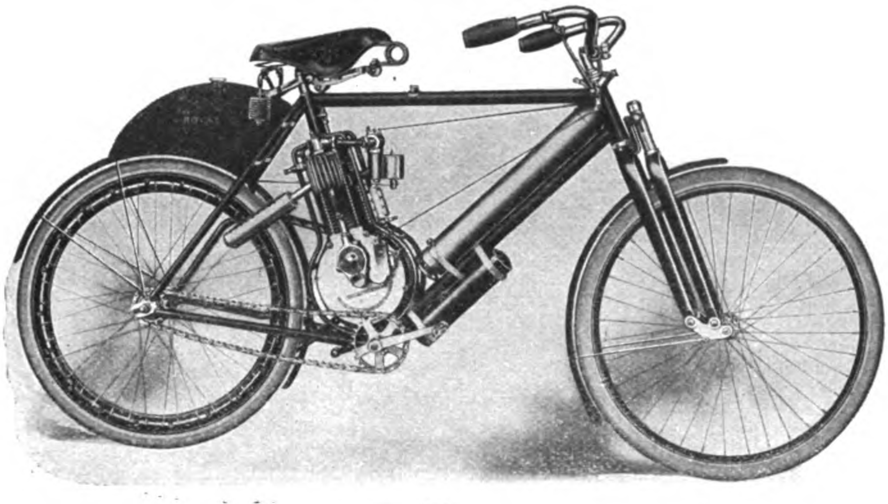
Only one fault (if you allow criticism) and that is there is not enough reading matter—or "ads" for that matter—in your magazine. I read and re-read every "ad" from cover to cover and then count the days until the next issue.

Wishing you success I beg to remain
Yours truly,

D. H. WEBSTER.

"THE FIRST BELT MACHINE
I ever have been able to sell with any real enthusiasm"
is what one dealer says of the
ROYAL

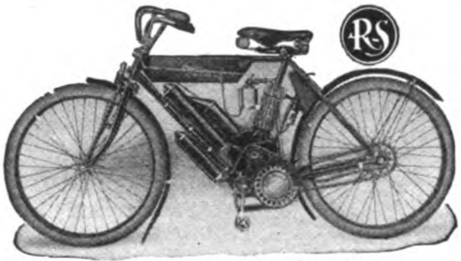
1900



1908

"It not only looks the thoroughbred, but it acts like one. I'm simply delighted with it."
Possibly we can interest you, too, if you give us even half a chance.

ROYAL MOTOR WORKS, Inc. **WORCESTER, MASS**
THE ROYAL IS CARRIED IN NEW YORK CITY BY
NEW YORK SPORTING GOODS CO., 17 Warren Street; F.B. WIDMAYER, 2312 Broadway, New York; WILSON TRADING CO., 46 Cortlandt Street, New York; and SPORTS, LIMITED, Broadway and 71st Street, New York.



Built and Tested in the Mountains

America's Best Motorcycle

It is a sweeping claim but it is a machine that justifies the claim. No motorcycle incorporates more features and every feature is a useful one that must appeal to the practical man.

IN OUR

Reading Standard Bicycles

we present the most complete line ever offered to dealers or the public—standard diamond frames, two types of truss frame, large sprocket models. Not many orders can get past the up-to-the-minute Reading Standard Agent.

Reading Standard Company, - Reading, Pa.

Greenacres, Wash., Sept. 14, 1907.

Editor MOTORCYCLE ILLUSTRATED.

Dear Sir:—Am glad to see the comments on various motorcycles and suggestions for improvements. I ride an Armac, '07, but while the balance and power is O. K., the motor does not stand up to its work as it should. I have ridden my machines 1,800 miles, and parts of motor are badly worn, so that it will take $20 to $25 worth of extra parts to put it in thorough running order for 1908. The exhaust valve spring is so stiff that it wears the operating parts very fast and after a few hundred miles' run the slam of the valve as it seats can be heard a long ways. The grip control as sent out from factory was poor, but I modified mine to suit my own ideas, since which time I have had no trouble with it. I also took off the exhaust valve spring and put on a lighter one, which works just as well and is less noisy. I would like to hear from riders of other motors as to about how long their engines will stand running without repairs or renewal of parts. I have never been hung up on the road one minute on account of motor troubles, but I know of two '07 Armacs which were shipped into my territory that would not run at all until the carburettors (one a Universal and the other a Kingston) were taken off and a Hedstrom put on—although I have used both of the above-named carburettors and find the Kingston gives the best results on my machine. Now as to the points I like about the Armac: The V belt transmisison is certainly O. K. in every way; also the two-post handle bars, the hang and balance of the machine in general is perfect, and so is the battery proposition. If the Armac Company would put on a less noisy and a better motor, a more perfect control and a 6 to 1 gear ratio they would have a machine that would skin them all.

Yours truly,
J. E. BATES, F. A. M. 733.

Editor "Motorcycle Illustrated."
3 Broad Street, New York.

Dear Sir—Mr. Ovington, in reply to my letter, the same that appeared in your December issue, has certainly made a desperate attempt to plaster me good and proper with mud—the rich, creamy variety that smacks so much of Ovington. Whether or no I should answer the article appearing above his name on page 24 of your January issue has been a matter of more than serious consideration with me. That an answer is imperative, I have so decided. You will know, then, that every word contained in this answer has been carefully weighed and every statement, however startling or disconcerting it may be to Mr. Ovington, I am prepared to attest to the truth of by evidence more substantial than mere hearsay.

In the first place, I am not a jealous competitor of Mr. Ovington's. Jealousy, to my way of thinking, must be founded on something tangible. Knowing as much as I do of Mr. Ovington's affairs and his business methods, there is absolutely nothing in either to arouse within me a jealous thought; in fact, such a thing as jealousy would bring a blush, and it would not be a crimson one of pride.

In my former letter to you I repeated what I heard almost directly from within the enemy's camp; namely, that the Ovington Company had received an order from a certain American manufacturer. However, I was careful to put the statement before you and your readers merely as a rumor.

It is true that I was sued by the Ovington Company and that I lost my case. I recall vividly the circumstances attending that case. I believe I had my case won, and my belief is founded on the vigorous pounding the president of the Ovington Company received from the presiding judge in an attempt to draw from that individual an answer to a question put by my counsel. After vainly attempting to dodge the issue of that one question, the answer finally came. What that answer was and what it meant, I will not dwell upon. Mr. Ovington knows what the answer was and he also knows deep down in his heart what it means, and so do I. Then came the despicable trump card: a letter conveniently obtained a week before the trial, from one in whose charge I entrusted my business while travelling through the West and whose testimony, true or false, had sufficient weight to win or lose the case for the Ovington Company. They won. Had I known the Ovington Company would have resorted to such a subterfuge, I never would have fought the case, for that made it a losing fight for me. That the Ovington Company would use such means I might have known, for before me I have a letter, written on the Ovington Company's letter head and signed Ovington Motor Co., Earl L. Ovington, secretary and treasurer. This letter was addressed to the same one who had charge of my business during my absence from the city. Its purport was to hoodwink a certain Western manufacturer into the belief that the Ovington Motor Company did not reimburse a certain party for the privilege of being allowed to monopolize space at the Grand Central Palace Exposition in December, 1906, for which entire space this Westerner had contracted to exhibit his own machines. The Ovington Company did pay for this privilege and the amount is in the books, at present in my charge, in the handwriting of the same party whose letter lost me my case against the Ovington Company last summer. It was the old, old story of two cronies trying to square their faces, but the scheme did not pan out; the Westerner was wise, and despite the Ovington Company's elaborate explanation, their hand was called and the marked cards showed the duplicity of both. That is why I could not shake hands with one who would not play fair.

I have never blamed Mr. Ovington for talking foreign machines. Long before his entry into the game, I knew the worth of certain foreign propositions; that from certain standpoints they were superior to the American make. I do blame Mr. Ovington, however, for his relentless criticism of American machines based mainly on a comparison with the one of which his company is the agent. The sensibly thinking public is for results every time. The machine for them is the machine not necessarily decorated with frills and catchy ornamentation, but the one that will get there and come back and stand up despite adverse road conditions during the getting there and coming back process. Such machines we have in this country and they are made in this country. But all this has been threshed out before in your paper. Before dismissing the subject, I wish to say that when the machine, which the Ovington Company so highly lauded in recent notices in your own paper and elsewhere has made good through a season or two at least, then I maintain is the time to say: "We told you so" and not till then.

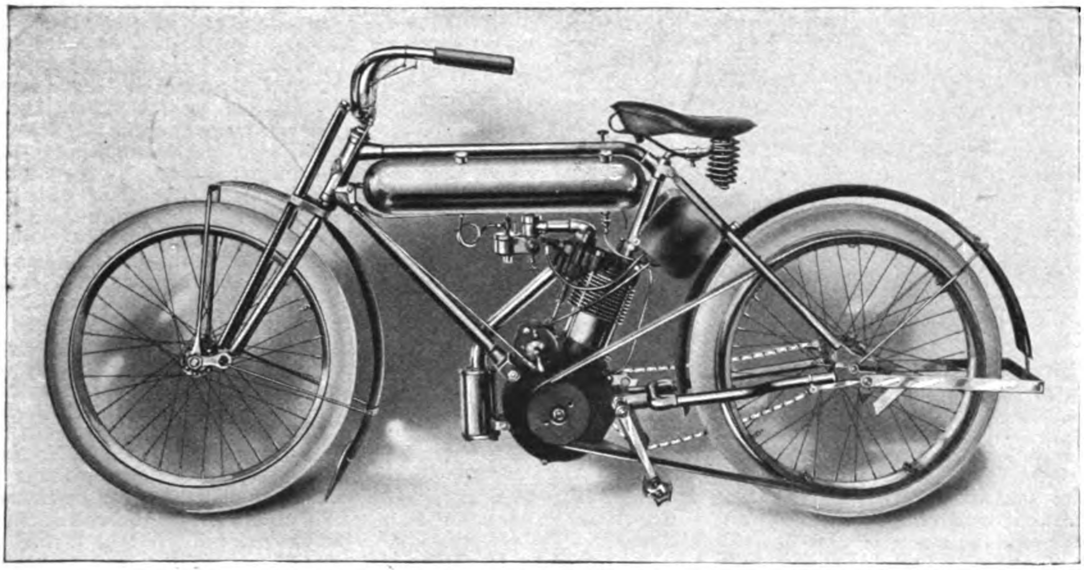
Mr. Ovington in his reply to the letter says he would prefer to use "wit" and "knowledge" as weapons rather than "mud." The discussion as it stands is no joke, therefore we can hardly afford to loll back in our easy office chairs and convulse our hearers and readers with brilliant flashes of humor regarding the different phases the matter has assumed. "Knowledge" is a good weapon; throughout this letter I have imparted some at least that I have at my disposal, and which would clearly seem to demonstrate that Mr. Ovington has weapons at his command other than "wit" and "knowledge" and which he has not hesitated to bring forth.

This is about all I have to say. Thanking you for your own courtesy in the matter and assuring you that I have at heart the interests of your paper and all it means for the development of motorcycle riding in this country, I beg to remain,

Yours respectfully,
GEO. V. LYONS.

Motorcycles at the Sportsman Show.

An opportunity will be given the motorcyclists of Greater New York and vicinity another chance to inspect the various makes of motorcycles before the riding season opens. Several manufacturers intend to exhibit their machines at the National Motor Boat and Sportsman Show to be held at Madison Square Garden from February 20th to March 7th, 1908. This exhibition of outdoor life should receive the hearty support of all motorcyclists.



M.M. FOR 1908

America's most perfect Motorcycle, and unquestionably the sensation of the year. It has more new features than all other makes combined.

It has unequaled power, strength beyond belief, stability that has no approach, speed that has never been equaled, endurance that knows no limit, yet has an ease of control never before attained in Motorcycle construction.

It's graceful design so pleasing to the eye, is only attained by a perfect knowledge of Motorcycle building, and use of infinite care in the selection of all parts and details, from the inception of the crude raw material to the finest finished product.

There has been sold and delivered since October 1st, 1907, to January 1st, 1908, more M. M. Motorcycles than any other two makes combined.

"There's a Reason"

Better write for details. We can handle a few more agents for 1908

AMERICAN MOTOR COMPANY

716 CENTER STREET, BROCKTON, MASS.

1904 MITCHELL.

Dear Sirs—Enclosed find photo, a motorcycle which has a short but peculiar history. The machine is as you can see a "Mitchell," mile-a-minute type with 3½ horsepower motor.

The above machine was purchased by a doctor in one of the nearby towns in the summer of 1904. It being the first motorcycle in the city, consequently drew a large crowd of spectators when the doctor took same out upon the street for his initial trial.

After he had read, carefully, directions how to operate, he mounted same and peddled off. Responding quickly to spark lever, which the yet newly-acquainted purchaser had unknowingly shoved to its farthest notch, with throttle wide open, the little machine was off with the speed of an Express Limited. To stop was out of the question, as it required both hands to hang on to the bars, and stated that the telephone poles and shade trees seemed less than a foot apart, until, alas, attempting to round a street corner to avoid demolishing a beautiful residence, he collided most unexpectedly with a large tree, which suddenly stopped the machine, but left the rider spinning through the air for several feet.

Upon colliding with said tree the machine rebounded and landed right side up against the house, with belt off, leaving motor racing at about 3,000 revolutions per minute, with no injuries to machine whatever.

Hearing the machine was for sale, owing to the fact that the better half of the doctor's family absolutely refused him to exercise the machine for fear of a fatal spin, I purchased same, and first sight of machine attracted large crowds of people upon streets here also, for it was the first machine to be seen on the streets of Sparta.

After making a few "Paul Revere" rides around here and almost fatal spills, also killing valuable dogs, owing to the speed of the machine, I shipped same to a Dakota lad, who wrote later that he was cutting the Dakota head-winds at forty miles an hour. He also stated that while once on an afternoon's spin he stopped to ask of a fellow the right direction, who said: "Why, that town is back in North Dakota." "And am I not in Dakota?" asked the rider, who was told that he was in the State of Montana. So you can reckon the speed of the machine.

Hoping the foregoing will be of news to your editorial staf, and that you will publish the same, also the photo, I am, Respectfully,

JOHN H. JONES.
Sparta, Wis.
Sincere Advocate of the Motorcycle Sport.

P. S.—Some time ago I mailed you a short sketch of my intended motorcycle trip next spring, but as yet you have never published same. J. H. J.

R. A. Mess, North Camp, Aldershot, Dec. 30, 1907.

Dear Sir—I should be obliged if you would send me a copy of "The Motorcycle Illustrated," beginning with the issue for January, to the following address: Major R. Henvey, R. F. A., North Camp, Aldershot, England.

I enclose a postal order for 5 shillings for one year's subscription and postage.

Yours faithfully,

Port Chester, N. Y., Oct. 5, 1907.

MOTORCYCLE ILLUSTRATED.

Gentlemen:—October issue at hand, and in it I note a letter from Mr. Fred Sieder in which he gives his opinion regarding the F. N., and I see that he does not agree with all that Mr. Ovington has said on the subject.

While I know nothing of the F. N., only what I have seen illustrated in your paper, still I think I can tell Mr. Sieder the reason for not using the shaft or bevel gear on the "Baby" F. N. Of course, on a multiple cylinder engine, such as the 4-cylinder, the impulses or explosions of the motor are so well balanced that a flywheel is not necessary, but on a single, in order to employ the shaft drive, the motor would have to be placed with the crank shaft towards the rear wheel. With the large flywheels necessary in a single cylinder, thereby making a large crank case necessary, the motor placed in this side position would not only be unsightly, but also cause the machine to be poorly balanced and make it necessary to employ a control having more bends or joints than is necessary when the commutator or timer is on the side of the machine.

Regarding the two bars used to support the motor, I am sure that if Mr. Sieder will look at a picture of an F. N. Big Four, he will readily see that it would be almost impossible to mount a motor of the four-cylinder type on one bar. The two bars make the whole frame much stronger than would otherwise be the case. As regards sitting over the hot motor, will say that I rode a ——— motorcycle for two seasons and found that on a machine where the motor formed part of the frame, after running some miles, one could feel the increase in heat as the motor heated up. Sometimes the heat became so great that it was very uncomfortable.

In respect to the "reliable" single cylinder that our friend speaks of, will say that while I do not ride an F. N., and even though I can honestly say that I have always made my motor carry me home, still I can see the advantage any rider of a multiple cylinder would have should anything go wrong with one or even two cylinders. The increase in weight and fuel consumption is so small in proportion to the relief to one's mind, knowing that our destination would always be reached, on two cylinders at least, that the extra cost in tires and fuel is hardly noticeable.

If Mr. Ovington sees this letter, I would like to have him send me an F. N. catalogue. While I can say I have had satisfactory results with the one-cylinder I am now riding, wish to say that I am always interested in the "best," and one never knows how soon he may wish to make a change.

Hoping, dear editor, you will excuse a bad pen and v little time in which I have to write, and wishing your paper success, I am, Respectfully,

CLARENCE WILSON.

Modale, Iowa, December 12, 1907.

Motorcycle Pub. Co.,
New York City.

Dear Sir—Enclosed find one dollar for which renew my subscription to "The Motorcycle Illustrated" and "Construction, Management and Care of Motorcycles," as per your offer. I think your paper is the best thing a-going, except for the "Ovington Blows." I ride a 1907 M. M., which I think is the best single cylinder machine on the market. Yours,

G. W. McQUEEN.

Philadelphia, Pa., Oct. 5, 1907.

THE MOTORCYCLE ILLUSTRATED,
New York, N. Y.

Dear Sir—Enclosed please find ten cents in stamps as payment for one copy of MOTORCYCLE ILLUSTRATED for May, 1907. I have been receiving your excellent paper since January, 1906, and find it just the paper for me.

I see that Philadelphia has an agency for a four-cylinder motorcycle, the wonderful "F. N."

Yours truly,

J. HALL EBAUGH,
3741 Lancaster Avenue,

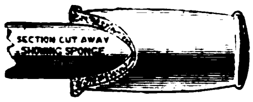
Dayton, Ohio, December 14th, 1907.

The Motorcycle Publishing Co.,
New York, N. Y.

Gentlemen—I am a subscriber of your valued publication. Will you kindly supply me with the information as to who the manufacturer of the Kingston Carburetter is and where located, as well of the Hine-Watt Motorcycle Generator and Light

Thanking you in advance for your courtesy, I am

Yours truly, R. OTTO BAUMANN.


SECTION CUT AWAY SHOWING SPONGE

Mattson's Cushion Grips

1908 LINE NOW READY

Special attention is directed to our *Large Heavy Cushion Wall Motorcycle Grip* (for both 7/8" and 1" bars.) The finest motor grip made. *Heavy* enough to absorb all ordinary vibration and *Long* enough to give the hands perfect comfort. Ask to see it.

Accept no substitute—there really is none, if you want the finest and most comfortable grips.

Also regular size Grips for 7/8" and 1" bars. These Grips are made of a Special Soft *Cushion* stock. They are fully covered by United States and foreign patents.

Mattson Rubber Co., Lodi, N. J

Now What on Earth

will I give her for her birthday, or what

IS THE PRIZE

to be for the card or other club event. Decide on a Water Color, Crayon or Pen Sketch neatly framed. It will satisfy the most fastidious. References.

G. H. BARTSCH

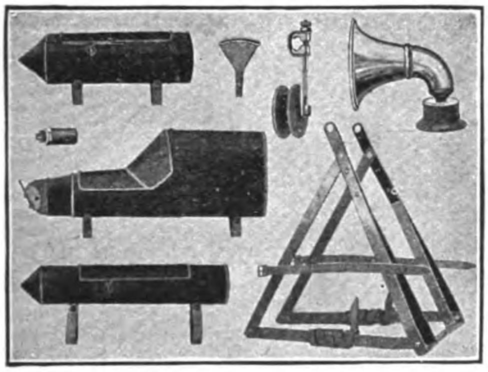
Studio
Hackensack, N. J.

Franklin Square
NEW YORK

Also the N. S. U. for North New Jersey.

MOTORCYCLE SPECIALTIES

1908 Indians, Chains and Gear.
1908 Royals, Belt Driven.



Send for specialty; also motorcycle catalogues.

F. B. WIDMAYER

2312 Broadway New York City

TIGER CYCLE WORKS CO.,

782 Eighth Ave., New York City,

ANNOUNCEMENT for FEBRUARY

1908 Models of

"CURTISS" MOTORCYCLES

Ready for Delivery.

Notice:

More powerful than ever, which means still more speed. Improved to an extraordinary degree of perfection, which means Reliability and Satisfaction.

FULL STOCK OF SPARE PARTS ON HAND

No better opportunity than the present to have your machine overhauled and put in good order.

We have the men who can do it, in an expert manner.

We build machines according to your specifications.

All kinds of experiments worked out.

TIGER CYCLE WORKS CO.

782 Eighth Avenue, - - - New York City
F. A. M. OFFICIAL REPAIR SHOP.

30 CENTS PER ROLL

FOR DEVELOPING and PRINTING

The next roll of film which you wish developed and printed, instead of giving it to your local dealer, just replace it in the box in which it came, together with three dimes or other change amounting to thirty cents, and mail the package to us. WITHIN TWENTY-FOUR HOURS FROM THE TIME WE RECEIVE IT, the developed film and a print of each picture will be in the hands of the postoffice properly addressed to you.

HOW CAN WE AFFORD TO DO THIS? Because we have one of the most up-to-date developing and printing plants in America, and we have reduced the item of cost to the lowest possible figure. AND WE HAVEN'T SACRIFICED QUALITY EITHER. It makes no difference the size of your film or the number of exposures in a roll. We do such an enormous business we can afford to work on the principle of averages. YOUR films may be large and have twelve exposures to the roll, but THE OTHER FELLOW'S may be small and have only six exposures to the roll. And yet if you are the "other fellow" you can still save money by our system.

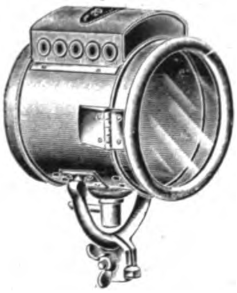
ONE TRIAL WILL CONVINCE YOU!

BOOTE BROS.

2239 Broadway, NEW YORK

ARE WE RELIABLE? The Editor of Motorcycle Illustrated thinks so, for he has made us his official photographers. We have printed most of the photos in this issue.

20th Century CONTAINED AND SEPARATE GENERATOR
BICYCLE, MOTORCYCLE, AUTOMOBILE & BOAT LAMPS & GENERATOR.
20TH CENTURY CATALOGUES.
20TH CENTURY MFG. CO., 19 Warren St. New York.



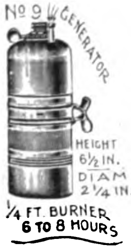
Construction the Best.

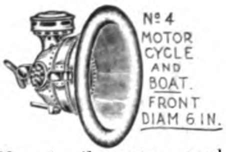
Finest Lenses.

Front diameter, 4¼ inches.

Brackets in Variety.

No. 67. SEARCH LIGHT.


No 9 GENERATOR
HEIGHT 6½ IN.
DIAM 2¼ IN.
¼ FT. BURNER 6 TO 8 HOURS

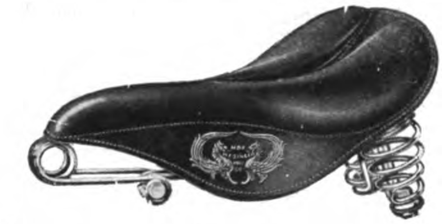

No 4 MOTOR CYCLE AND BOAT.
FRONT DIAM 6 IN.

No. 9 Generator used with both Nos. 4 and 67 on motorcycle.

OIL TANNED CHAMOIS. WARRANTED WASHABLE
20th Century RUB PATENTED
FLEXIBLE BACK
WASHING-CLEANSING-POLISHING

OF INTEREST TO EVERYBODY AND THEIR FAMILIES. Chamois in practical shape. Quality and Quantity equal to the best and argest whole chamois and for general cleaning and polishing purposes. 20TH CENTURY 'RUBS" are better and at one-sixth of the cost. *Clean your Bi- and Motorcycles with them.* Price 25c.

Mesinger "CAVALRY" Motor Saddle

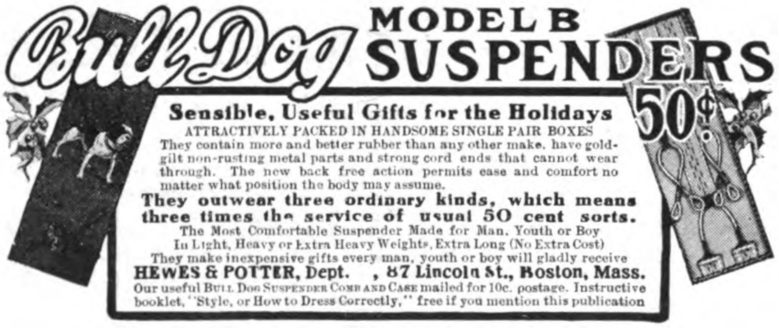


The top is raised in front and back sufficient to prevent the rider from slipping forward or backward—is curled hair padded and has the form of a horseback saddle.

Length 12 inches, Width 10½ inches. Price $7.00.

Free action in front suspension spring. Enables the rider to proceed at high speed over all obstructions.

H. & F. MESINGER MFG. CO.
1801-1807 FIRST AVENUE, NEW YORK



MODEL B SUSPENDERS

Sensible, Useful Gifts for the Holidays
ATTRACTIVELY PACKED IN HANDSOME SINGLE PAIR BOXES
They contain more and better rubber than any other make, have gold-gilt non-rusting metal parts and strong cord ends that cannot wear through. The new back free action permits ease and comfort no matter what position the body may assume.
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FOR SALE—M. M. 1907 model; good as new; $140.00. Can be seen at Henry Heyers, Pacific St. and Bedford Ave., Brooklyn, N. Y.

FOR SALE—Four-cylinder motorcycle engine, in good running order. Box 159, Marshalltown, Iowa.

FOR SALE—Indian Motorcycle, 1907; good condition guaranteed. Price, $150. W. G. Ladd, Ph. G., Sandy Hill, N. Y.

WANTED—To exchange steam runabout, in fine condition, for 1907 Armac Motorcycle, or will pay cash for 1907 Armac. Address W. L. Hooker, Findley Lake, N. Y.

FOR SALE—1906 Indian; fine condition, run only 2,595 miles. For description and price, address H. A. Anderson, 61 Chestnut St., Brattleboro, Vt.

FOR SALE—1905 Thor, like new, $95. L. Galitzki, 185 E. Vanuren St., Chicago, Ill.

FOR SALE—1907 Racycle Motorcycle; brand new; will sell at a bargain if sold soon. Address A. D. Diener, Bellefontain, O.

FOR SALE—Four horsepower motorcycle. French Aster motor, new Scheble carburretor, extra racing pulley; excellent running condition; nickel and enamel not very good; detachable tires; $90. W. A. McCartney, Texarkana, Tex.

FOR SALE—1906 Yale-California, $95; 1907 Curtiss, $110; 1906 Rambler, $60; Indian, good condition, $60; 1907 Merkel $125; 1907 M. M. $110—all in first class condition. Curtiss run 500 miles; M. M., 500; Merkel, 100. All genuine bargains. M. L. Van Keuren, 106 West St., Bradbury, Conn.

WANTED—Second-hand motorcycles for cash. What do you want? What have you for sale? Let us quote you prices on tires, etc. Motorcycle Supply Co., Hammondsport, N. Y.

"MOTORCYCLES AND HOW TO MANAGE THEM." 133-page book. Useful. Price, 50 cents a copy, or given with a year's subscription to The Motorcycle for $1.00. Address, 3 Broad street, New York.

FOR SALE—Double cylinder motorcycle engine; run on test only; 3x3¼, castings also. Photo on application. $65.00. Box 51, Highland Station, Springfield, Mass.

FOR SALE—Double cylinder six-horsepower Bradley Motorcycle. Good condition. V belt. Has long wheel base and 2½ tires. 420 North 32d street, Philadelphia, Pa.

1906 INDIAN, costing $210; in extra fine condition, having had the best of care. Guaranteed to be in perfect running order. Will sell for $125. Box 702, Brockton, Mass.

1907 READING STANDARD, 3 H. P. Used but little and in fine condition. Cost last June $225. Has had excellent care. I will sell this machine for $135. R. A. P., 1022 Warren Ave., Brockton, Mass.

WANTED—Several good motorcycles for spot cash. Box 635, Lincolnton, N. C.

FOR SALE—Two Cylinder Curtiss, Motorcycle Engine with Carburretor. Never been used. R. R. Bowen, Kokomo, Ind.

THE Motorcycle Illustrated

Devoted to the Development of Motorcycling in America

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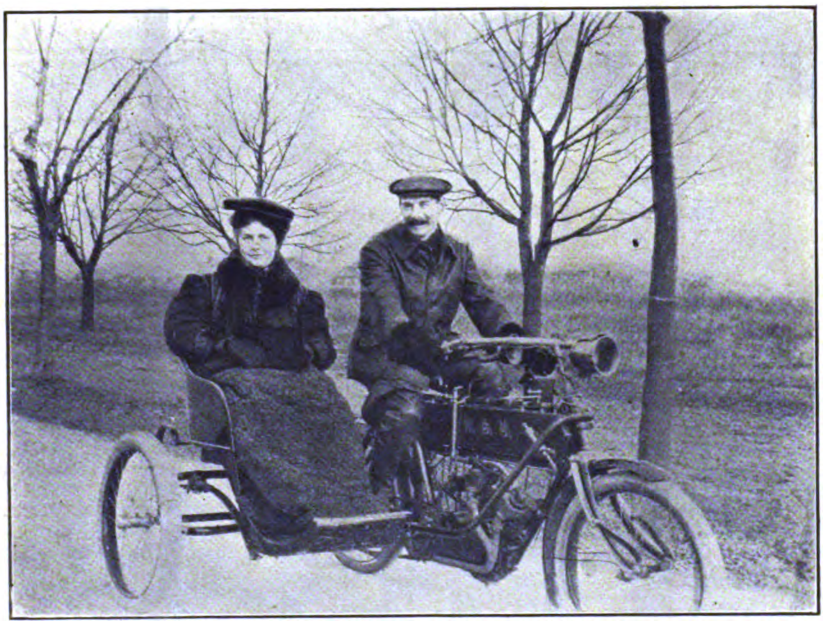


FRANK E. DALTON ON AN N. S. U. AFFINITY CAR.

New York, Feb. 12, 1908.

Photo Editor MOTORCYCLE ILLUSTRATED.

Dear Sir:—By same mail I am sending you photo of myself and affinity in my N. S. U. twin cylinder and side-car on a run to Coney Island Christmas week.

Last year was my first at motorcycling, and I entered all our club events and the F. A. M. endurance contest to Providence.

Your paper has been a regular treat to me, and the only complaint I have to make is that your paper should be issued weekly instead of monthly.

I find that motorcycling is twice as pleasant with an affinity, and I advise all motorcyclists to follow my lead and allow their lady friends to share their pleasure on the motorcycle.

Wishing you continued success, as your paper deserves, I am,

Very truly yours,
FRANK E. DALTON.
F. A. M. 1095. 1st Lieut. N. Y. Motorcycle Club.

Northport, L. I., Feb. 19, 1908.

MOTORCYCLE PUBLISHING Co.,

Gentlemen—Please send me your paper one year more; it is all O. K. Do not let my name get off your mailing list. Enclosed find renewal.

I am, Yours, C. LUDLOW.

Fairdale, N. D., Feb. 1, 1908.

MOTORCYCLE MAGAZINE,
Drexel Bldg.,
New York City.

Gentlemen—Enclosed please find money order for $1.00 to renew my subscription to the Motorcycle Magazine. My subscription run out in December and I want the back number for January. I have enjoyed your magazine very much the past year and would not be without it at twice the price.

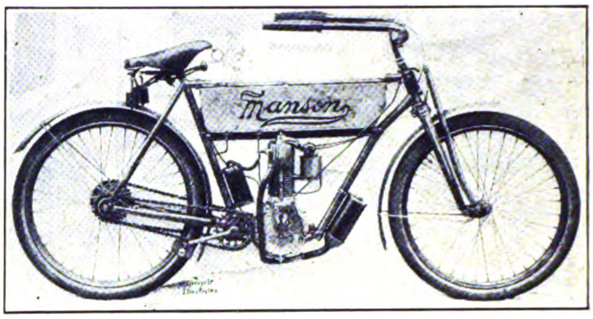
Respectfully, P. R. JOHNSON.

Shanesville, O., Feb. 19, 1908.

THE MOTORCYCLE ILLUSTRATED.

Dear Sir—Long live THE MOTORCYCLE ILLUSTRATED. Here find $1.00 to help its living along for a year, beginning with March issue, and "How to Manage Motorcycles." I am tired of my pedaling bicycle and shall see it in its grave before long. As I am a novice motorcyclist, will say you can forward either one—"How to Manag Motorcycles" or the Keller "Construction, Management and Care of Motorcycles," which one you think the best for beginners, as premium with MOTORCYCLE ILLUSTRATED.

Yours truly,
H. J. BLICKENSDERFER.



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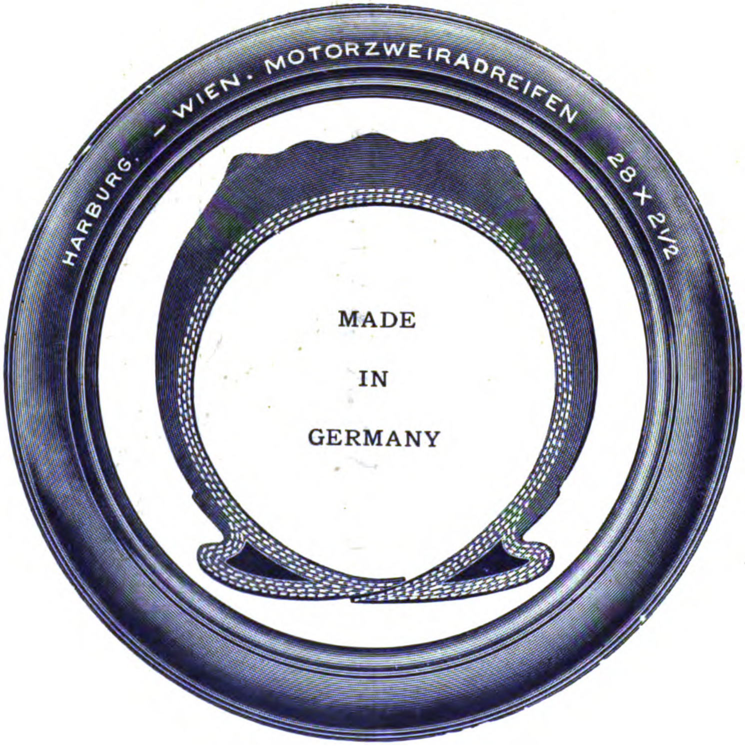

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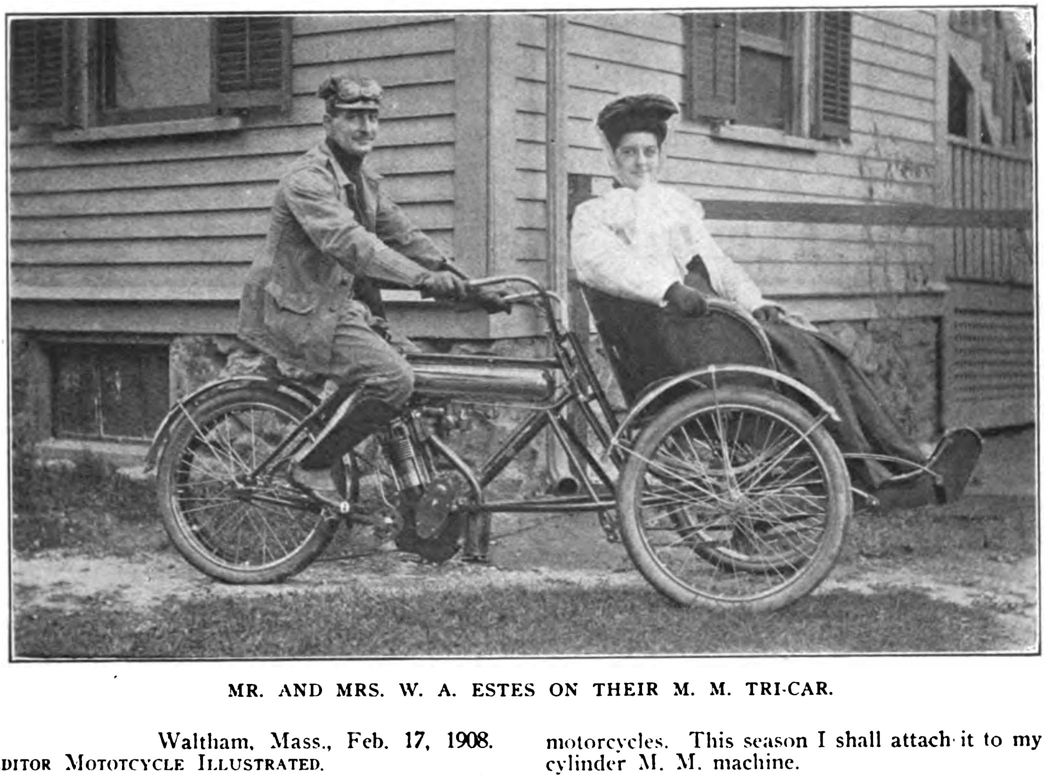


MR. AND MRS. W. A. ESTES ON THEIR M. M. TRI-CAR.

Waltham, Mass., Feb. 17, 1908.

Photo Editor Motorcycle Illustrated.

In the enclosed picture you see W. A. Estes, president of the Waltham Autocycle Club, and wife, starting out for an early morning spin on their Marsh-Metz tri-car. I enter this print in your contest for photo prizes.

I had my tri-car last spring and found no trouble going anywhere with it the boys could go with their regular motorcycles. This season I shall attach it to my new twin-cylinder M. M. machine.

I have belonged to the N. A. M. for three years, and find the Motorcycle Illustrated one of the best motorcycle papers out. Find a great deal of interesting news in it.

Very truly yours,

W. A. Estes.

Editorial

BRIGHT days are ahead for the makers of motorcycles. The little brother has come into its own. And the depression in business that has injured other lines of trade has redounded to the benefit of the motorcycle.

Many a man with an automobile appetite will get on the water wagon in the shape of the economical two-wheeler, and if he wants to take his better half he need only add another wheel to make the tri-car built for two.

Motorcycles that a year ago were relegated to the rear in auto and sportsman's shows are now being sought by the management of these affairs as a drawing feature, and the interest shown in those exhibits only go to show that the motorcycle is being taken seriously as a means of business utility and economic transportation.

The Motorcycle Illustrated is not a trade journal in the general sense of the word, but more of a journal of the sport of motorcycling for the riders of these machines.

Our columns are open to our readers that they may make known their wants, describe their experiences and to make suggestions for the good of the sport.

When the dreary days are here and the motorcycle is stored away, clubs should be formed and the social life made manifest by gatherings of kindred spirits who will push along the gospel of the open air.

FORM NEW MOTORCYCLE UNION.

The Western Motorcycle Union was formed by a dozen representatives of manufacturers, dealers and individual riders at a meeting of the Chicago Automobile Club. After an enthusiastic discussion of affairs relating to the two-wheel vehicle the organizers decided to form a central western body to promote contests of various sorts and to exercise controlling functions in race meets, but in all things to abide by the rules and regulations laid down by the F. A. M.

John R. Ball, of the Merkel Motor Company of Milwaukee, was selected as temporary chairman. He appointed Messrs. L. C. Boardman, John T. Fisher and I. H. Whipple a committee to draft a constitution and by-laws to be presented at the next meeting, March 6, to be held in Chicago.

Those present at the meeting were: John R. Ball, Milwaukee; C. H. Lang, J. S. Woodworth, Edward Landgraf, H. G. Hortenstein, C. D. Wight, W. D. Rockwell, Paul Cooke, John T. Fisher, H. H. Thorp, L. C. Boardman, I. H. Whipple and I. F. Alofsin.

THE LEADING MOTORCYCLE CITY.

The Los Angeles Times, in a recent statement showing the enthusiasm for motorcycles that exists in that city, makes the extraordinary announcement that there are 3,000 motorcycle owners in that city. A well-posted Eastern manufacturer of motorcycles, to whom the Times' story was shown, said that though the statement seemed large, he had no reason to doubt its truth. "Los Angeles is unquestionably," said this gentleman, "the greatest motorcycle city in the United States, and it is probable that there are more machines there than in any other city in the world. And next in order in this respect comes San Francisco. The reason is not hard to find. The Pacific Coast is the wheelman's delight, with a season that literally lasts the year around. There are more bicycles in California cities, in proportion to their size, than in any other American cities, and more interest in cycling events. The various wheelmen of the State are enrolled in organizations that wage a never-ending series of contests for supremacy, and the papers of the coast are liberal supporters of the game. For years we have regarded the far West as a most desirable region for the marketing of motorcycles and bicycles as well, and instead of supplying the demand, the calls for machines grows stronger each year. The San Francisco disaster destroyed thousands of bicycles, together with every other sort of wheel transportation, and it took many carloads of bicycles simply to replace the loss that had been incurred. In addition to that, the recent extraordinary increase in cycling interest shown in the East is more than dnplicated throughout the West."

One industry which was scarcely scathed by the late financial flurry was the production of bicycles and motorcycles. In fact, there is every reason for believing that the extraordinary sales of last year will not only be duplicated, but in all probability will be exceeded. The sales manager for a leading Eastern factory, who has just visited every bicycle jobber in Chicago, says that every one with whom he talked expressed highly optimistic ideas about the coming season. "It certainly looks," he said, "as though the calamity howl is fast fading into the distance, and personally I believe they will all enjoy big business. This warm weather has brought out a great number of people interested in motorcycling, and Chicago agents and dealers are getting inquiries for new models right along. This is also a good sign of what is to follow as soon as the season is far enough advanced."

SADDLES FOR MOTORCYCLES.

The board has overruled a protest filed by R. F. Downing & Co., New York, concerning the rate of duty to apply to saddles for motorcycles. It was alleged by the protestants that the articles should be classified as manufactures of leather with duty at the rate of 35 per cent. On the other hand, the Custom House authorities claimed that the component of chief value is metal, and hence that the articles should pay 45 per cent.

MOTOR IN BUGGY SHAFTS.

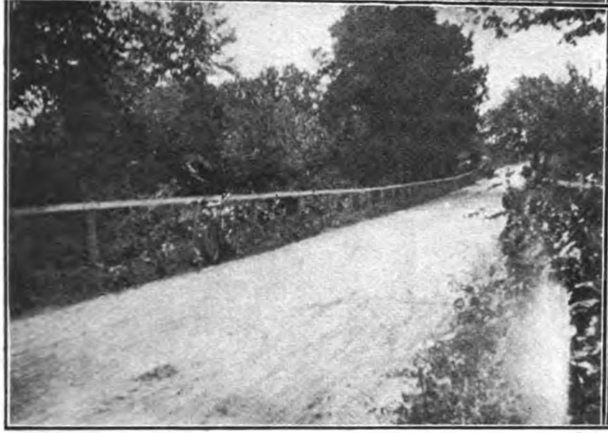
Phoenician Finds Out What the Machines Are Good For.

Some people have an idea that a motorcycle is of no earthly use for any purpose except to spin through busy city streets, leave a most offensive smell behind and scare the timid pedestrian into fits. But they are of some good after all. Like the automobile, which at first was thought to be only a toy and a general nuisance, they have a mission in this world.

It has remained for a Phoenix boy, Clyde Blaine, to find this out, and he picked out Christmas day to make his first demonstration. He has proved that a motorcycle is just as good as a horse—when it isn't broken down.

BABYLON, L. I., GOING EAST.
Note the Side Path and Smooth Road Surface.

GREAT RIVER, L. I., GOING EAST.
Notice How White the Shell Road Is.



MASTIC, L. I., GOING WEST.
My Machine is Leaning Against the Fence.

OAKDALE, L. I., GOING EAST.
Certainly a Dream to Ride Along Here in the Summer Time.

Blaine lives at 905 West Jefferson street and yesterday afternoon he casually offered to take Frank Shotwell, a young man who rooms at the Blaine home, out buggy riding, with his motorcycle as the motive power. Shotwell was skeptical and asked if he might take a young lady along too. This suited Blaine, and after procuring a buggy and tying the machine between the shafts, they started for her home on North Second street. The scheme worked fine. Shotwell was taken along almost as fast as the driver of Dan Patch is in the habit of traveling.

The young lady was at first rather afraid of the odd looking outfit, but Mr. Shotwell overcame her fears by telling her of the glorious ride he had had. Finally she consented to ride as far as the Blaine house, but she would not promise to go back in the same manner.

Everything went well until Blaine saw the crowd of loafers in front of the Adams hotel, many of whom were acquainted with Shotwell and the young lady. He thought that it would be a fine place for a breakdown and sure enough the motorcycle did give a cough or two and stop. Blaine was the cause of it all, but he didn't say so.

When he thought that Shotwell had been tormented enough Blaine found out what was the matter and started up again. But when he got to the corner of First avenue and Washington street he noticed that the motorcycle and buggy were the center of the gaze of the people listening to the Industrial Liberty Band on the Court House plaza. Another breakdown. It was an agonizing time for Shotwell and his fair companion, but Blaine enjoyed it hugely.

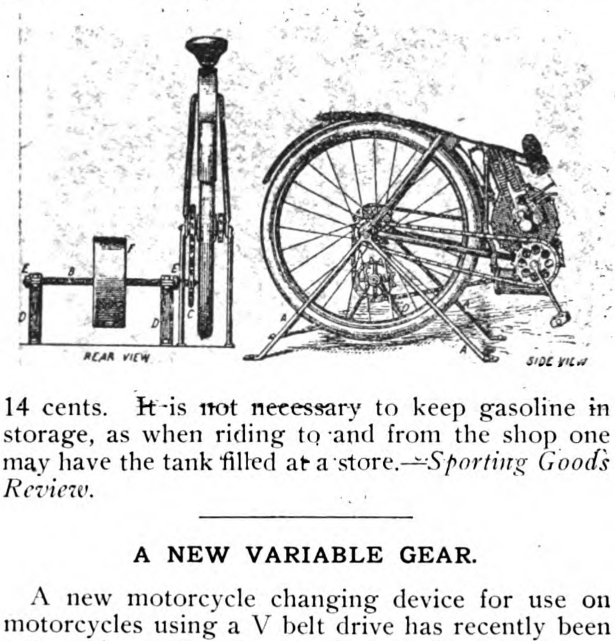
The next breakdown was in front of the Ford hotel, but this time there really was something the matter with the machine. It was no man-made breakdown, but the real article. It took longer to fix this one, but finally everything was all right again and the rest of the journey was made without mishap.

There is only one drawback to Blaine's discovery. Whenever a young man takes a lady out driving he doesn't want any motorcycle in the shafts, for that takes a man to run it. He wants a horse, for dumb brutes tell no tales.

USING MOTORCYCLES FOR SHOP POWER.

A motorcycle may be rigged up to run shop machinery with excellent results. The motorcycle will provide as much power as a three-horsepower gasoline engine and is not at all injured for use on the road by putting it to this purpose.

The arrangement is very simple. Make a stand, to raise the wheel from the floor. Block the front wheel with a block on each side of the wheel, one in front and one at the rear. For the rear axle make a stand, and screw it fast to the floor. Make a small shaft and fasten in the end of it a 20-tooth, 1¼-inch sprocket. Have it flush. Make journals or bearings, to hold the shaft and use collars, to keep it in place. Set this directly under the large sprocket of the rear wheel of the motorcycle, fasten it there and get a chain long enough to reach all the way around. Make the pulley 6x3 or 4x3, of whatever speed desired, and put in place. Set the machine upstairs or down, as desired, and run the belt from the spark shaft to the line shaft. Fill the bicycle tank, which holds one gallon of gasoline, sufficient for 100 miles' run at a cost of about 14 cents. It is not necessary to keep gasoline in storage, as when riding to and from the shop one may have the tank filled at a store.—*Sporting Goods Review.*



A NEW VARIABLE GEAR.

A new motorcycle changing device for use on motorcycles using a V belt drive has recently been put on the market. It is called the Hopkins Automatic change speed pulley, and the Advance Sales Co., of St. Paul, Minn., are the sole distributers.

This device has been tried out thoroughly for over four months, and it has proven itself so satisfactory that the Advance Sales Co. feel sure that an enthusiastic welcome will be given the new device.

The new gear is simplicity itself, and although any gear from 4¼ to 6½ to one is obtainable, there are only four parts to the gear besides guide studs and a light steel housing to keep the spring free from dust.

The parts of the gear are:
A—Stationary half of pulley.
B—Sliding half of pulley.
C—Spring stop and locknut for "A."
D—Spring.
E—Steel guide studs.
B G—Dust cover.

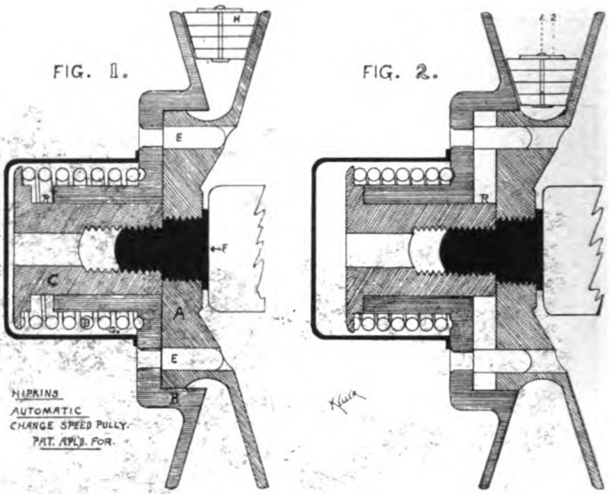


FIG. 1. FIG. 2.

Normally, when on good level roads the belt is in the position shown in Fig. 1, but when a hill is encountered the additional tension on the belt causes the movable half of the pulley B to slide outward against the tension of the spring D, allowing the belt to drop lower in the groove, as shown in Fig. 2. When the top of the hill is reached or when the load of the motor is lessened the spring D forces the pulley side B toward A and the gear ratio lowers to about 4¼ to 1.

The gear is entirely automatic, the load on the motor changing the gear with no thought on the rider's part, and a light ball-bearing idler takes up any sack of the belt. When the machine is to be started the gear drops to the low automatically and when the motor takes up the load the gear raises to the high, so easy starting is assured.

Besides the various gears automatically obtained, three stationary gears may be had by inserting two ⅛-inch rings in R, Fig. 1, for the high; two rings at R, Fig. 11, for the low, and one ring at R, Fig. 1, and one at R, Fig. 2, for an intermediate gear of about 5⅜ to 1.

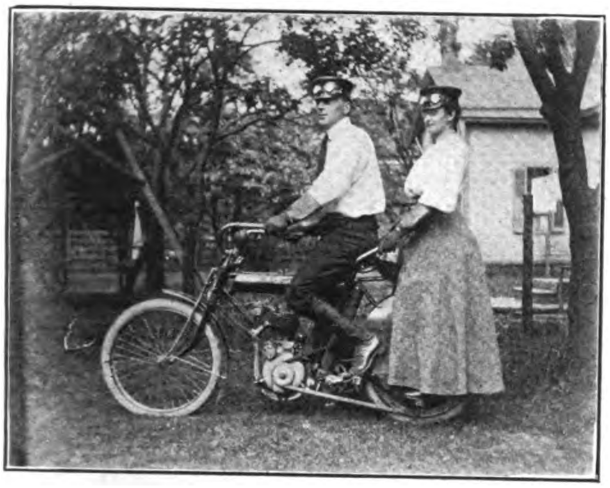
The gear only weighs four pounds complete and is scarcely 1¼ inches wider than the ordinary pulley. This gear can be fitted without any change to the following machines now on the American market: N. S. U., Royal, Armac, Minerva, Peuget, Curtis, Wagner, Thiem and others. Any machine can be fitted with this gear with more or less change to the machine and the Advance Sales Co. will readily give further particulars to interested persons.

Mr. and Mrs. Lauer on their Armac.

Rochester, N. Y., Feb. 20, 1908.

THE MOTORCYCLE ILLUSTRATED.

Dear Sir:—Enclosed find picture of myself and wife on the Armac motorcycle. Would say when I first received machine I was in doubt whether my wife would enjoy it, but was not in doubt very long, for the first day out we rode over seventy miles, and every Sunday thereafter when weather permitted. It is only a matter of acquainting the ladies with the pelasure of ridng a tandem and then they will be more numerous.



Also wish to state that we rode the Armac with tandem over three thousand miles and not a breakdown. Took the trip from Rochester to Syracuse, which is the worse road in the State, without touching the engine—only had one puncture.

Yours truly,
J. A. LAUER.

BUY MOTORCYCLES FOR PASADENA POLICE.

Activity of Thieves Causes Commissioners to See Need of Machines.

Fleet-footed thieves will have to go some to escape from the bluecoats of Chief of Police Favour, for in response to the chief's appeal, the city commissioner this afternoon voted to purchase two Reading Standard motorcycles for $475 for the use of the police force. This added equipment will permit the police to reach the most distant outlying points in the city at any hour within a few minutes. The chief also submitted to the commissioners recommendations covering the expenditure of the allowance of $20,000 for the maintenance of the department during the ensuing fiscal year. He took occasion to commend the officers for their efficiency, and asked permission to be permitted to personally regulate certain salaries.

The advisability of establishing a motorcycle section of the endurance run of the Bay State Automobile Association is being advocated by a host of motorcyclists of Boston and vicinity. They see in the run an opportunity to advance the cause of motorcycling, and the fact that there are hundreds in this section makes it worth while considering.

Already a sufficient number of entries have been promised the association if it will provide such a class, and it is more than likely that the committee will consider the matter at its next meeting. Mr. Marsh, of the American Motor Company, is a strong advocate of such a move, and said he was sure such a class would be eminently successful. Since he established his Boston branch he has seen sufficient to warrant him in the belief that the coming season will be the best the motorcyclists have experienced, even the weather conditions having had no ill effect upon the enthusiasm of those who ride the little machines.

BEER TO EAT.

Captain Bigelow of Yale was talking about an applicant for the football team.

"He will never make a football player," said Captain Biglow. "He is as different from a football player as a bottle of brown fluid I beheld last summer was different from beer.

"A man with a motorcycle stopped at a mountain inn where I was lunching one sultry afternoon and asked for a bottle of beer. The landlord took from a sunny shelf a bottle hung with cobwebs. He dusted it and set it before the cyclist with a flourish.

"'You'll find this the best Milwaukee, sir,' he said.

"The cyclist opened the bottle, poured a little into a glass and frowned.

"'Landlord,' he said, 'this is very thick and muddy beer.'

"The landlord lifted the glass and looked at it. He tilted it from side to side. It was so thick and muddy that it would scarcely spill.

"'It's the thunder,' he muttered; "it's the thunder that has done this.'

"'Well, thunder or no thunder, I can't drink it,' said the motorcyclist. 'But I'll tell you what you might do. You might just put it in a paper bag for me, and I'll eat it on my way home.'"—Washinton Star.

SOME MOTORCYCLING EXTRAORDINARY.

M. B. Rice and wife, of Los Angeles, reached San Francisco a few days ago, after a somewhat remarkable motorcycle ride. The tourists used a two-seated machine, which doubtless received the most vigorous test ever given to a motorcycle. Mr. Rice weighs 175 pounds and Mrs. Rice 145 pounds. Adding the baggage and other paraphenalia, the total weight of machine and load was 650 pounds. The cushion forks were subjected to an especially heavy strain, as Rice carried a suit case weighing 25 pounds on the handlebars. The engine caused absolutely no trouble, and every hill on the route was taken mounted. Mr. Rice fitted his motorcycle before starting with a gear changing device, and claims that it was a great help in hill climbing. The actual running time of the trip was less than five days.

A Sunday's Run.

BY WILLIAM F. POWELL.

IT was 5 a. m. Sunday when I mounted my motorcycle and motored "quietly" through the streets of Georgetown, creating no little excitement, for all is very still at that hour, especially in Georgetown. Heads were thrust from windows, and above that "quiet" exhaust from my benzine bike could be heard "only Bill on that infernal automobile bicycle" and then—silence. The town went back to bed, and I sped on into Washington to the home of my friend.

The day before Willard and myself had been busy at the shop getting into condition. We studied the weather and planned our course despite the hard rain. It had been raining for two days previous, and it looked as though it would be equally disagreeable Sunday, but at the eleventh hour the rain ceased, and we decided to start for Frederick, Md., in the morning. My friend, by the way, is a regular fiend for motorcycles, he having prevailed upon me to undertake the trip, regardless of my protests and the withdrawal of several who were to accompany us. His eloquent persuasions and conducive manner brought me out at this ungodly hour; and on Sunday when the eccleiastics rule with iron hand.

At 6 we pulled up stakes, turned on the gasoline and advanced the spark with the machines headed for Norbeck, just beyond the district line. We rushed along Brightwood avenue, raced a trolley car along that boulevard, licked it, of course, and in a short time we had to look to the rear for Washington. We were encouraged by the condition of the road, considering the rain heretofore mentioned, but forgot that we were on macadam. We struck the "dirt" road while we were engrossed in conversation pertaining to the splendid condition of the avenue, and to say that we were thunderstruck wouldn't begin it. We picked our way beyond Olney, where we were up against the toughest strip of cleared ground called a road that I ever traversed. Often times we rushed a pool of water and mud, and passed through safely, and more often we were brought to a stop in the center where the machine slowly sank until the hubs were covered. Forced to dismount in the midst of such "pleasant" surroundings, we reached out our helping hands and dragged the machines to the firm land, thereby saving them from a watery grave. I suppose we did this hero act at least four times along that road to Laytonsville. Here we were very cordially received by the townspeople, all smiles, by the way, and occasionally someone's mouth would fly open to ask about the road. We looked very little and talked much less, and as soon as we could get our supply of gasoline we left town.

ROAD FROM OLNEY TO LAYTONSVILLE.

"RECEPTION COMMITTEE," LAYTONSVILLE.

The distance between Washington and Laytonsville is about 30 miles, and it took us just three hours to cover it. That isn't moving very fast, but we were far from being discouraged; in fact, both enjoyed it. The machines will have to vouch for themselves, for they didn't say a word to me about it, though my Crouch would let out an occasional "roar" and race into another pool, and then try its best to "throw" me in its midst.

The road at the juncture was in much better shape, and we were able to hit up to about 20 miles per hour and ride comfortably. I was leading on the Crouch, with Willard on his Indian following as close as he dare because of the mud, sticks and stones my rear wheel was throwing. We stopped for a photograph now and then, and to inquire as to our whereabouts. As the road improved, so we improved in speed, and to save time, instead of dismounting to make inquiries, I put the questions to the passersby, and my friend would come along just in time to get the answer. (Going some.) Saved a great deal of time and useful energy that would otherwise be wasted in dismounting and mounting again. We were nearing the Monocacy river now, and rushed on at this breakneck speed, and down grade to that stream. We were upon it before we realized it, and the turn in the road being too short, we missed the bridge My front wheel struck the water with great force—

in fact with such force as to part the waters of this young Amazon (just as Moses did with the Read Sea for the children of Israel, exactly) and permit Willard and myself to pass through and land safely on the opposite shore before the angry waters closed in. Of course, it is to be remembered that we were moving very fast—very fast. (Strange to say, my friend had no recollection of this.) Well, after passing the stream, we were upon one of the finest roads in the State of Maryland. Newly macadamized and the rain and sun had put it in great shape. You can bet it did not take long to cover the 9 miles of it, landing us within the walls of Frederick. It was now 11 o'clock and we had covered only 60 miles.

BRADDOCK HEIGHTS.
Looking Down Valley to Frederick, Md.

Warm and a little tired, we stopped in a drug store for "soda" and souvenir postals.

We made a hasty examination of our machines and ourselves as well, and passed on through Frederick to Braddock Heights. From Frederick to the Heights, a distance of 5 miles and a gradual ascent, we "took chunks out of the road," overtaking the trolley car which left Frederick ahead of us and landing in the clouds with it, the trolley route being 4 miles. Willard lead on his Indian up this mountain, and the Crouch followed close, doing good work in ascending, handicapped by a stop to repair a broken battery connection.

At the Heights we were met by some young ladies, friends of Willards, and if either was tired or discouraged we forget it all.

And now the return. We stopped part way down the mountain and looked for the spring from which General Braddock is said to have taken a drink. We scoured the woods, and found a pump which served our purpose. The spring is there yet; we haven't seen it. We stopped in Frederick long enough to pay 30 cents per gallon for gasoline and get a meal. It was cooked by a Dutchman, and it certainly touched the spot. We launched out on that 9 miles of pike with a little breeze behind us. It was the least bit down grade toward the Monocacy river, and maybe we didn't move. To say that we rode fast wouldn't begin to express it, for we fairly sailed, and my Crouch never behaved better. At the end of the stretch Willard informed me that his speedometer registered 45 miles per hour at various points. Then you should have seen my Crouch throw out its chest and invite Mr. Indian to look him over.

We pushed on toward Kempton, and found the roads in better condition, having had a chance to dry. At one point near Kempton we were on the crest of a hill, and two hills beyond us we caught sight of a farmer getting out of his rig to hold his horse. We were yet half a mile from him, but he held that horse, and long after we had passed and as far as we could see he was still holding it. This same incident further on, only the young lady and another—evidently the mother—climbed a 20-foot embankment, leaving their horse with a 15-year-older. I don't believe the horse as much as noticed us, for he gave no signs of it, while, on the other hand, we were prepared to see a runaway.

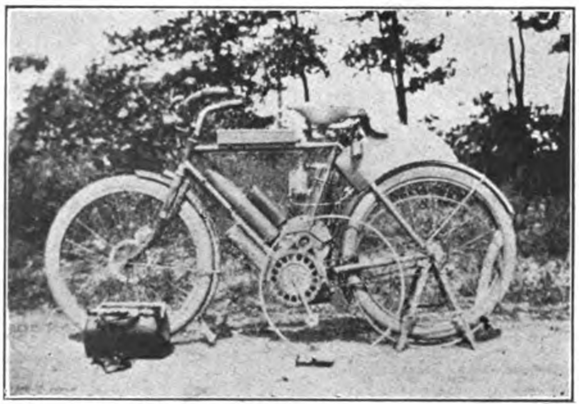
Beyond Kempton we lost our way by rushing in on the wrong road at a fork.

This carried us about 12 miles out of our way—and that road! It had dried hard and rough (red clay, by the way) and wheel tracks were all over it. More than once did I lose control of my machine, and after cutting a figure "eight" I would land on the embankment, which loomed up on either side, with Willard on top of me. If either had been affected with indigestion, as a result of our Frederick meal, we were cured then and there all right.

Back on our course, we soon reached Laytonsville, where we were met by even a larger crowd than on our trip out. Usual smiles, and "How's the road?" Up to this point we had little or no trouble with the machines, aside from the Indian picking up all the pins and tacks that it came in contact with, causing delays to repair punctures, and broken battery connections with the Crouch. Before we reached Olney, however, the Indian took on two more punctures within a mile, and the Crouch lost its platinum point.

Surviving these, the motors limped into Washington at dusk, and then the Indian took a notion to lose its muffler.

We were both tired and hungry and dirty. The color of our clothing could not be seen owing to the mud which was "caked" on.



INDIAN REPAIRING PUNCTURES.
Note Tires—Goodyear.

In conclusion, I might say that we were pleased with the trip, and often talk it over with those who "backed out." The Crouch certainly behaved well, and the Indian lived up to its reputation.

TIMELY
TOPICS

Elementary Lessons in Electricity and Magnetism

BY EARLE L. OVINGTON.

WHEN we define the word *force* in the physical sense, we state it is that which produces motion, or tends to produce motion, or produces a change of motion or matter. Thus it is necessary to apply force to an object in order to make it move, or if it is moving it is necessary to apply force in order to produce rest. If a body is moving and we wish to increase its velocity, we must apply force, and likewise if we wish to reduce its velocity we must again apply force.

There are different kinds of force. Thus, we have the *force of gravitation* by virtue of which all bodies free to move will fall towards the center of the earth. We have *muscular force* which is the force exerted by a man walking. We have *mechanical force* which is the force exerted by an engine pulling a train of cars. We have a *chemical force* which is evident when we explode gun powder. We have *electro motive force* which produces or tends to produce a flow of electricity, and we have *magneto motive force* which sets up magnetic lines in the case of a magnet.

While we are on the definitions of physical units I should like to explain clearly the difference between *mass* and *weight*. The mass of a body is the actual quantity of matter that it contains, while the weight of a body is due to the action of the force of gravity which tends to pull the body towards the center of the earth. The mass of a body is constant at all times and under all conditions, provided the body itself does not change, but the weight may vary. Thus, we state a certain mass weighs a pound. Strictly speaking, we mean that this mass weighs a pound under certain conditions. On the surface of the earth, for instance. Above or below the surface the body weighs less than a pound.

In defining the term *work* we state that it is a force acting through space. In other words, work is done when a force overcomes a resistance. Now the unit in which work is measured is called the foot pound and is the amount of work performed when we move one pound against the action of gravity one foot.

It is not always the case that work is done when a force is exerted. Thus you may walk up to the side of a building and press against it. You are exerting a force, but you are doing no work, as you are not producing a motion or overcoming a resistance. If, on the other hand, you lift a flat iron from the floor to the table you are doing work because you overcome a resistance and produce motion. The amount of work that you do will be proportional to the height you raise the mass and proportional to its weight. Thus, if the mass weighs five pounds and you lift it four feet you have performed 20 foot pounds of work. You would perform the same amount of work if you raise ten pounds a distance of two feet, or two pounds a distance of ten feet.

Power is defined as the rate at which work is done and is entirely independent of the amount of work done. In other words, power is the rate of work, and this, of course, brings in the element of time. Thus, if we divide work by time—that is, foot pounds by time—we obtain as a result foot pounds for a unit of time. Let us say, for instance, that it requires two minutes for a particular steam engine to raise an elevator one hundred feet. If we find an engine that will do the same work in one minute, we say that this engine is twice as powerful than the first one. What we really mean is that it is capable of performing the same work in half the time, or twice the amount of work in the same time. In other words, we say its power is greater. For convenience the mechanical unit of power is called horsepower.

One mechanical horsepower is 33,000 foot pounds per minute, or dividing by sixty seconds in a minute, we have 550 pounds per second. This means that if we raise 550 pounds one foot in one second we have employed one horsepower of mechanical energy.

In the case of the steam engine it is comparatively easy to obtain the horsepower using the following formula: $\text{H.P.} = \frac{\text{Plan}}{13{,}000}$. Where P equals the mean effective pressure in pounds of the steam, L equals the length of the stroke in feet. A equals the area of piston head in square inches, while N equals the number of strokes per minute —that is, twice the number of revolutions.

In the case of a gasolene motor the above figures would be hard to get, and other methods are used to compute the horsepower. Based on certain figures found to be good practice, the horsepower of a gasolene engine may be obtained by the following formula: $\text{H. P.} = \frac{NB^2SR}{13,000}$. Where N equals the number of cylinders, R the number of revolutions of the engine, B the bore of the cylinder in inches, S the stroke in inches.

It is essential that the student recognize the difference between energy, force, work and power. Energy is the capacity to do work, or you might say the ability to do work. Force is that which produces motion, tends to produce motion or a change of motion and must act through a distance in order to do work. Work is done when energy is expended—that is, when force overcomes resistance. Power is simply the rate at which work is done.

As stated before, the volt in electricity is the unit of pressure or electro motive force, the ampere is the unit of current, and the ohm is the unit of electrical resistance. When we come to measure electrical power we make us of the term, watt, and a watt is a volt times an ampere. Thus, if we know that a certain incandescent lamp runs on 110 volts circuit and takes half an ampere, we know that this lamp uses 55 watts, which means that energy is expended at that rate to keep the lamp burning. Now a watt being a unit of power and the horsepower also being a unit of power, one should be convertible into the other, and this we find is the case. Thus, 746 watts equal 1 horsepower. If, as we found above, an incandescent lamp on 110 volts takes one-half an ampere—that is, 55 watts—ten lamps would take 550 watts, and if there are 746 watts in 1 horsepower, divide 550 by 746 and find that it takes almost 7½ horsepower to light the ten lamps. When the number of watts used becomes large, the unit called a kilowatt is employed and simply means 1,000 watts. The kilowatt is about one and one-third times as large as the horsepower, which we stated before is 746 watts.

If you use electric lights your bill will be rendered as so much per watt hour or per kilo watt hour, which simply means that they have measured the number of watts you have used and multiplied it by the length of time you have used it. A watt meter is the device which automatically gives this result.

I know some of you will find the above reading, but in order to understand anything at all about electricity it is necessary that the above simple units be thoroughly understood. These units are constantly met with in the most elementary lessons in applied science, and should be mastered by every student at the beginning of his studies.

THE MOTORCYCLE TIRE.

By Matt. Collins.

THE tire is one of the costliest parts of a motorcycle equipment, and the one subjected to the most abuse and minimum care. The ordinary mortal who owns a two-wheeler gives not one-tenth as much care to the tire as he does to the motor, and yet each plays its particular part, and without one the other is practically useless.

Because a tire is rubber and has no working parts to get out of adjustment, it is unmolested, and generally partly inflated so that whenever it encounters an obstacle in the road the shoe is jammed against the rim, the fabric is scored and eventually the inevitable happens—a blow-out or rim-cut.

But this is not likely to happen so often as formerly, as within the last couple of years tires are being made larger with broader and thicker tread and will withstand much abuse, as they present more surface that is not volunerable—that is, not directly in line with the inner tube, and their heavier treads are proof against things that ordinarily proved fatal to smaller tires.

It is not the ordinary running about town, on pavements, which does the most damage, but touring on all kinds of roads. On the pavement a partly deflated tire is a good preventative of side-slip, but it must be fully inflated to withstand the obstalces and indentions of the country road; and by fully inflated I mean that a tire must stand up full and round under pressure of the load.

A pneumatic motorcycle tire has four components, viz.: Rim, shoe or envelope, inner tube and valve.

The rim is made of steel and has inturned edges to clinch the shoe.

The shoe is composed of a number of layers of fabric with a covering of india rubber. Rubber alone would be too elastic, and when blown up would expand in all directions. Sulphur is also used liberally in the rubber as a preservative.

The inner tube is also of india rubber and has a non-return air valve. It is elastic and will expand under pressure.

The above constitutes the motorcycle tire, and when it is taken into consideration, the different parts look mighty weak for the work they have to perform. But they are well built and they are not weak, as supposed, and will give efficient service if properly inflated and cared for.

And yet some authorities contend that tires should not be inflated too hard except when high speed is to be maintained for some time; as when, under those circumstances, a tire is partly deflated the higher speed attained, the more heat is contracted by the tire because of its wider spread on the road surface, and therefore also a loss of motive power.

Then, again, with tires partly deflated, the walls are bent sharply and this excessive motion will generate heat and the usual wear can only weaken the tire at the line of contraction and expansion, which follows about the entire circumference. And heat is the bug-bear of tires used for speed. Compressed air in motion is a great generator of heat. The faster the speed the greater the heat; the greater the heat the more strain on the tire; the larger the tire the less the increase of heat and strain; and the faster the speed the greater the load per tire.

On the other hand, when a moderate speed only is desired, the tractive effort will be greater with a partly deflated tire, as the efficiency of tires in relation to tractive effort depends upon their spreading, to a certain limit, upon the surface of contact.

When used on a smooth, hard road surface, as a track, for instance, a well inflated tire increases the resiliency, and resiliency means speed with less motive power; while if used on a soft, ordinary road, it decreases the resiliency, due to the indention it makes on the road and the reduction of tractive effort.

Therefore, a partly deflated tire used on a soft, ordinary road increases its resiliency because of the slight indention it makes and the increase of tractive effort, and acts precisely the same on a soft road surface as a well inflated tire does on a hard smooth surface.

As an experiment, take a wheel from your machine, with tire well inflated, and bounce it on hard ground. Then partly deflat tire and bounce on soft ground. The rebound of the tire in both instances will be about the same. The hard tire will not bounce as well on soft ground as on hard ground, nor the soft tire on hard ground as well as on soft ground.

The more resilient a tire is the less energy, or motive power, is lost by friction. Power is expended in compressing the tire in front as it comes in contact with the road, and power is given out again behind as the tire leaves the road. The difference between the power expended in front and the power given out behind represents the power required to drive the tire, or the amount of energy lost by friction.

The question is thus brought down as to whether you desire to sacrifice your tires for motive power, resiliency and easy riding qualities, or whether you prefer to husband them and ride the "bumps" standing.

[illegible] AND MR. HARRY WEHMAN, SEC'Y F. A. M., WITH TRI-CAR.

New York, Feb. 25, 1908.

[illegible]

[illegible] with my tri car. [illegible] to day. [illegible] trip with our Indian fore-car attached to Curtiss double cylinder motorcycle was on October 27, 1906. This trip was from Brooklyn to Newburg via Fishkill Landing. In the evening we met the New York Motorcycle Club on their annual trip to Newburg by steamboat. The following day we rode to Brooklyn via Tuxedo, Hackensack, Weehawken and New

York. During 1906 we took only about three trips, but in 1907 we started in by riding through the New York and Brooklyn Motorcycle Club's Spring Century on May 5 from Brooklyn to Patchogue. In 1906 our tri-car did not have a two-speed gear attached, but in 1907 we had the N. S. U. two-speed gear., and from the results obtained I do not think I would have a tri-car again without a two-speed gear. During 1907 we traveled over 2,800 miles in our tri-car and rode in five States.

For this year we expect to do more mileage than last year, and expect our first trip will be in the double century of the New York Motorcycle Club. H. J. WEHMAN.

New York, Feb. 18, 1908.

Editor MOTORCYCLE ILLUSTRATED.
5 Broad Street, New York City.

Dear Sir:—I cannot allow Mr. Charles H. Drude's letter of the February issue to pass without criticism. He mentions my name in his letter and calls upon me to answer several of his remarks.

Mr. Drude states that he cannot agree that the foreigners are ahead of us in *even one single point*. Will Mr. Drude kindly inform me then why is it that the American manufacturers who have recently brought out new models have copied foreign practice and departed from established American practice. Just compare some of the machines that have come on the market for the first time during 1908 with the foreign models, such as distributed in the English magazine *Motorcycle*, and if they are not very similar I am very much mistaken.

Mr. Drude stated in his letter that a 5-horsepower American machine showed the way to a 14-horsepower foreign machine. I wish to call Mr. Drude's attention to the fact that the 14-horsepower foreign machine he mentioned holds the world's record, and *it has never been beaten by any machine,* American or foreign. Mr. Drude is not well informed on this subject evidently.

Mr. Drude also states that an American machine won the economy contest. I again beg to remind Mr. Drude that although the American machine won in the single cylinder class, my 4-cylinder F. N. won in the multi-cylinder class, and this in competition with a large number of twin-cylinder of both American and foreign make. Again Mr. Drude shows evidences that he is not well informed.

Further on my critic states that an American machine went abroad in the six days' reliability contest and won *highest* honors. I would like to correct Mr. Drude and state that the machine in question won *high* honors but not *highest*. The machine won highest honors for appearance, but not for operation or for reliability. It did very well indeed, and as an American I am proud of it, but the truth is the truth. As a matter of fact, a certain hill known as Birdlip proved too much for the machine in question. If Mr. Drude has read the account of this event in the English magazine *Motorcycle* he would have been better posted. Again I have proved that Mr. Drude is not well informed.

Mr. Drude then goes on to state that a magneto costs $40 and that for this $40 he could buy 66 sets of dry batteries which would run him nearly one hundred thousand miles. This may all be very true, although he has much over stated the average life of the dry battery, but that would not help a poor motorcyclist who got hung up between two towns late at night or in the middle of a rain storm with dead batteries in his case. No one ever contended that the magneto would compete with the dry battery when it comes to the matter of cost. I have always plainly stated that the magneto itself costs more at the start, but gives such great satisfaction that it is worth its price. A $10 suit of clothes will cover a man as well as a $40 one, but not give the satisfaction. All I ask is to find one man who has used the magneto and who has gone back to the battery. The fact that last year no American machine had a magneto and this year almost all of them are given as options is proof in itself. In fact the only argument that critics can bring against the magneto is its cost.

Mr. Drude asks how good a magneto would be after ten years of service. Electric lighting dynamos have been in use much longer than ten years and they are still running night and day, giving very good service, and a magneto is nothing but a small dynamo. The proof of the pudding is in the eating. American manufacturers have been forced to acknowledge the superiority of the magneto.

I trust that Mr. Drude will take no offence at my criticism of his letter. Some of my communications appear short and tart, but it is through my effort to save space and not waste time with useless conventionalities. I think Mr. Drude's idea of the ideal motorcycle in many ways is very good indeed and coincides with my own opinion.

Very truly yours,
EARLE L. OVINGTON.

Twomilesaminute,
Geehowwefly!
Swiftasameteor
Streakingthesky.

Whatisthatblur?
Onlythetrees.
Lookatthemwave,
Mywhatabreeze!

Ahonkandarush,
Aflashandasmell—
Whatdidwehit?
Didsomebodyyell?

Ajarandascream—
Itlookedlikeahorse.
Notellingnow,
Keeptothecourse.

—Leonard H. Robbins in Jersey Jingles.

Kentucky Has Gone "Dry."

Kentucky is dry!
And I'll tell you why—
There are plenty of stills
Up on the hills;
The natives supply
Their own rock and rye
And prefer the night riders
To any outsiders,
And, although it is risky,
They make their own whisky;
And that is why
Kentucky is "Dry!" (Nixy.)

Let knockers delight to bark and bite
At every Auto Show!
And rural salesmen growl and fight
For 'tis their nature, too.
But motorcycle makers
Should show themselves more wise
By boosting on friendly rivalry
While they liberally advertise
In **The Motorcycle.**

Don't wash wheels with tire partly deflated, as water will penetrate inside.

Deflated tires will cause side-slip more in mud than fully inflated ones, and on pavements it is just the opposite.

Non-skid tires reduce side-slip to a minimum, but decrease the resiliency to a certain extent and therefore reduces the speed and requires more power.

Brass-studded tires, similar to those used throughout Europe, are practically non-puncturable. Also radiates heat and proves the undoing of many a well-meant patch.

A Discussion on Belts

A NUMBER of motorcycle riders and dealers met at lunch uptown one day recently, and the conversation was naturally along the lines nearest their hearts—motorcycles. Someone had a paper giving details of the machines in the recent English six-day reliability trials and called attention to the weights which in most instances reached limits which would never be accepted in America. The only two English chain models entered each weighed 265 pounds and were single-cylinder machines at that.

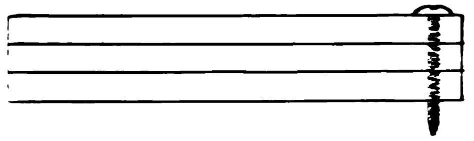
"But how is this for a rock crusher?" was remarked. "Two hundred and ninety-eight pounds and a belt drive at that."

"Such weights are awful," remarked Manager McGrath, of the Royal Motor Works of Worcester, who was in town for the day buying machinery. "Handling a truck of such weight takes more out of a rider than if he rode all day on a regular 25-pound pedal cycle." Which statement was generally assented to.

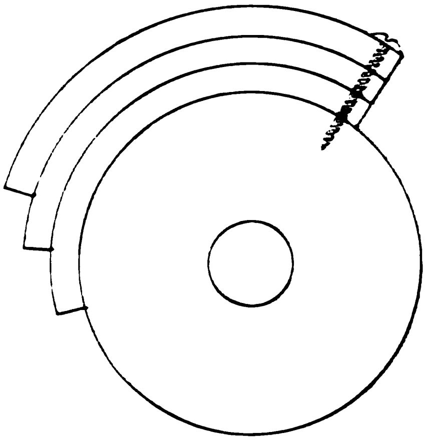
"His drive was all right, however," continued Mr. McGrath. In fact, with such weights as the foreigners take on, it becomes of first importance for them to perfect smoothness of running or else see their machines go to pieces. Twenty-seven out of thirty motor bicycles starting in the contest were belt-drive. As machinery of any sort becomes heavier, the one problem of constantly increasing importance is for the designer to anticipate and eliminate vibration. If he does not do this, his structure will not stand. If a piece is taken from or put on a moving part, chances are compensation must be made by similar weights being added or subtracted elsewhere. The Englishman is usually adding them, however. In the daily wireless reports of the new turbine Cunarder the story dwelt far more upon the absence of vibration than upon the speed. It is the same from the most powerful engines down to the works of a watch; smoothness of running is essential to good work and long life. This appreciation of smoothness of running is what caused the Europeans, when belts first proved insufficient and unsatisfactory rather than discard them to make a thorough study of each point of weakness and to bring it to a degree of complete efficiency.

"The matter of stretching was a problem for the tanners and was comparatively easily overcome, for the removing of what stretch can be taken from new leather was a purely mechanical proposition long ago solved in all well equipped tanneries. However, this had to be followed by some treatment to prepare the stock for out-of-door work in the changing elements, which is far more severe than indoor work in a dry and even temperature. Here the chemists took a hand, and by certain changes in the tanning compounds produced a dry, unsympathetic feeling stock which had no more use for water than a duck's back—or some of you fellows have. Some people call this leather 'mineral tanned,' which is incorrect. That stock has for its tanning base chromate of iron salts, while the basis of the best motorcycle belts is hard oak bark, modified to meet the special conditions and then given a water-proofing which permeates the leather through and through.

"Then two problems came side by each, as it were: flexibility and non-slipping. To prevent slipping it was necessary to have sufficient surface in contact with pulley surface, and this could best be obtained through the long established 28-degree V belt, but being employed, such a belt ⅞ inch wide giving contact of a flat belt an inch and a half wide. In addition, there was the powerful grip the pulley takes on the belt as pull is applied, provided the belt was sufficiently flexible to lay in the pulley. Our first belts were made three-ply, and we thought we had something fine, but they would not hug the pulley, and slipping resulted. In investigating this we took three strips of leather of even length and fastened them together in this manner:

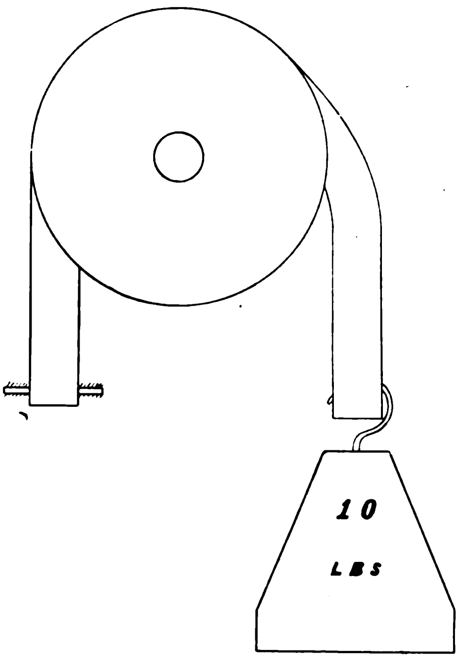


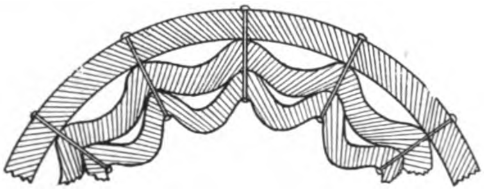
"The strips, mind you, were not stitched or cemented together, but were attached at one end to a drum to give the size of our pulley. Then we closed them around the drum in this manner:



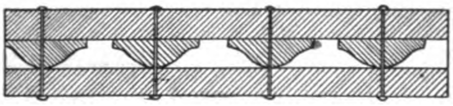
"This simple experiment showed the action which would take place if the layers were allowed to work independently and proved the great internal strains going on in a belt stitched solid. If the inner ply were not allowed to slip ahead, it would of necessity buckle outwardly and carry the entire belt with it. This we further proved by fastening a pulley to a board and attaching a 10-pound weight to it in this manner:

An additional ten pounds had but little effect in drawing the belt nearer the pulley. The contact of belt and pulley was not sufficient to prevent slip, nor could a good fit be gotten without very unreasonable pull on the engine. The question was, 'What should we do to the belt?' Provision must be made for the working of the inner plies. If the belt were fastened at stated intervals with rivets but not stitched, when formed around the pulley the inner plies would buckle inwardly in this fashion:

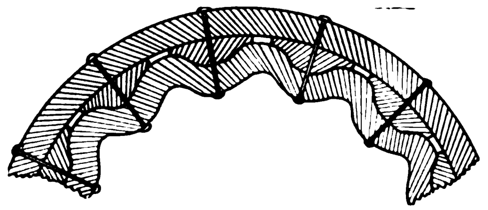




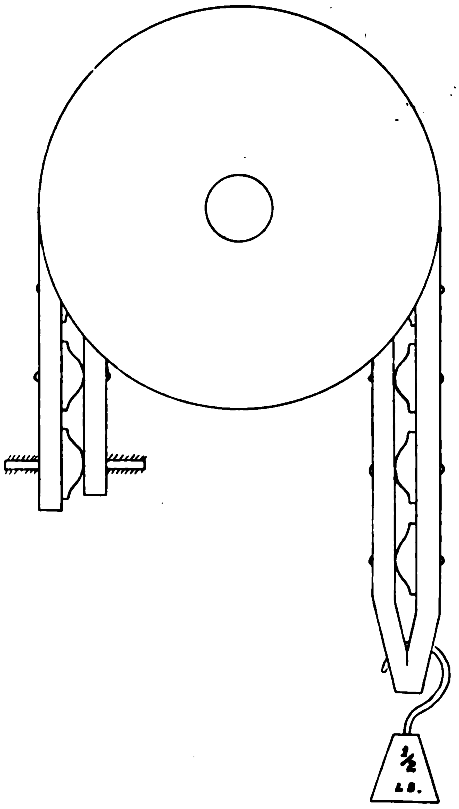
"This, then, would lift the outer part of the belt from the pulley and cause loss of contact and slipping. This brought the problem down to the disposition of the tendency to buckle inwardly. Finding, as the most simple calculation will show, the three-ply belt to possess pulling strength many times in excess of the requirements, it appeared best to form the middle ply in blocks, which would allow the inner ply to buckle outwardly when passing the pulley. This worked out in this manner:



"Attached to the drum this belt took this form:



"Whereas the first solid belt would not give proper contact with a 20-pound weight, we found the open belt to take perfect alignment with a one-pound pull, and this with a new belt at that.



"The old story of how two Chinamen in widely separated parts of their country invented gunpowder at about the same time came to our minds when we found Mr. G. H. Curtiss, of Hammondsport, had experimented along lines similar to ours and perfected a belt on the same principle. It was with one of these he was enabled to travel the mile in 58 4/5 at Providence, and we think he is to be congratulated on his achievement.

"Many foreign motorcycles are now fitted with belts of this type, the manufacturers of the machines apparently believing it to be in the interests of the sport in general that the most efficient transmission available be commonly supplied."

And the party broke up.

NOTES.

Tires should be taken off and treated with French chalk and examined every one thousand miles. Be sure and remove surplus chalk.

Keep oil away from tires.

Varnish inside of rim, as rust is very injurious to rubber.

When putting away motorcycle for winter the tires should be removed from the rims. Fold up the inner tubes, wrap the valves with cloth and place in a bag that has been treated to a liberal supply of French chalk. The shoes should be wrapped in old newspapers, first dousing them with flowers of sulphur, which is the principal component used in the vulcanization of india rubber, and prevents shoes from cracking.

THE CHANCE O

Only $300. for a Bran

never have sold for such a low price, and
ing at this price are the 1907 Model, and
the new 1908 BIG FOUR. These machines
(F. N. machines come boxed securely, not
tion, and it goes without saying that our

YOU HAVE NO DOUBT

But perhaps $350 was more than you cared to pay for a machine.
that these machines all have the new 1908 F. N. Bosch Ball-bearing Magnet
for the Big Four); also the 1908 Celluloid Barrel Oil Gun, instead of the gun
ing the rear mudguard.

FIRST COME, FIRST SER

Orders will be filled in the order they arrive. We probably will not
this price, but if we cannot fill your order we will return your deposit.
New York bank. We will ship the machine by express C. O. D., so you need
you live at some distance from New York, you can telegraph the order and

To Our Agents

An Additional Inducement

While these machines last we will accept
cannot favor you. You must take your ch
If you wish to make an extra 3 per cent. an
C. O. D., send us $291, CASH WITH OR

At the close of our advertisements we often say "Think it over."

THINK IT OVER BUT——QUICKLY,

OVINGTON MOTOR CO.,

An afterthought: It may help you to decide to know that the model above advertise
SETT HILL CLIMB and in the big ECONOMY CONTEST,

OVINGTON MOTOR COMPANY OF NEW YORK
·F·N·
MOTORCYCLES

F A LIFETIME!

d New F. N. Four-Cylinder Motorcycle

robably never will again. Here is the reason: The machines we are offer-
e are marking them down from $350 to $300 in order to make room for
are all brand new and have never even been removed from their boxes.
erely crated.) Of course, we guarantee every one to be in perfect condi-
usual broad guarantee goes with each machine.

ADMIRED THE F. N.

Here is your chance. And we wish to particularly call attention to the fact
(the only ball-bearing magneto fitted to motorcycles, and made especially
with a glass barrel, as previously used, and the new 1908 method of attach-

VED-IMMEDIATE DELIVERY

have enough machines to fill them, as we only have a very limited number at
ach order must be accompanied with a money order for $25 or a draft on a
not pay the balance till you get the machine. If you want to be sure, and
noney.

our orders at this reduced price, allowing you your usual discount, but we
nces with the rest.

at the same time avoid paying the express company return charges on the
ER. This amount is obtained by deducting 3 per cent. from $300.

ow we say

R YOU MAY BE DISAPPOINTED !

2234 Broadway, New York

is identically the same one with which we won FIRST PRIZE IN THE MANHAS-
ere we went at the rate of 120 miles on a single gallon of fuel.

OVINGTON MOTOR COMPANY OF NEW YORK
·F·N·
MOTORCYCLES

Motorcycles at the Sportman's Show

AT MADISON SQUARE GARDEN, NEW YORK, N. Y.

LONG before 8,30 p. m., which was the official time at which the big doors of Madison Square Garden were to be thrown open to the public for the National Motor Boat and Sportsman Show, there was a crowd of eager enthusiasts waiting. As a matter of fact there were so many struggling for admission that it was necessary to have half a dozen policemen on duty in order to preserve anything like order. You see, the Sportsman Show in New York is one of the most interesting shows of the whole season, especially for what is known as the middle class. Of course, the social show of the year along this line is the Licensed Automobile Show held at the Garden, but the Sportsman's Show attracts a much more varied class of visitors and more general interest is shown.

The readers of Motorcycle Illustrated are perhaps more interested in Motorcycle Row at the show than in any other class of exhibit. Up until 1908 promoters of automobile and sportsman's shows relegated the motorcycle to some insignificant position in the basement, or barred it out altogether, but this year the motorcycle has been formally accepted and has been given much better space than formerly all over the country. At the Sportsman's Show, particularly, the motorcycle was given a good chance, and this was taken advantage of by some of the most enterprising manufacturers and dealers.

The Sportsman's Show opened on the 20th of February and continues for two weeks, until March 7. All those who are in the neighborhood of New York city will do well to go in and examine this exhibition, not only from the standpoint of a motorcyclist, but from a general view point as well. The garden is attractively decorated and the space on the main floor and the balcony is well occupied.

Undoubtedly the most attractive part of the garden for enthusiasts of power-driven two-wheeled vehicles is what has been dubbed Motorcycle Row. This row is composed of several manufacturers and dealers of motorcycles and occupies part of the first balcony. We shall describe briefly the exhibits.

Starting at the main entrance to the concert hall, spaces No. 1 and 2 are occupied by the Ovington Motor Company, 2234 Broadway, New York, who have an unusually attractive exhibit. On a polished oak table a sectioned model of the F.N. Big Four is shown and is driven by an electric motor. The cylinders are cut away so that the motion of the pistons may be seen and a glass window has been placed over the crank case so that the action of the connecting rods and crank shaft may be viewed with ease. This machine is also fitted with several "Ovico" specialties, among which may be mentioned a particularly handsome lens mirror motorcycle searchlight, which has just been brought out by the Ovington Company. As this working exhibit is the only thing in Motorcycle Row in the way of a moving exhibit, it attracted a great deal of attention and crowds could be seen around the table commenting upon the hot sparks produced in each cylinder when the rear wheel was revolving at a rate which would be three miles per hour if the machine were on the road. A good many found it difficult to blieve that a magneto running at such a slow speed could produce such a very hot spark.

Directly behind the electrically-driven model of the Big Four was shown a sectioned model of the F. N. light weight 1¾-horsepower 100-pound machine. As our readers know, no doubt, this machine has a combination gear and belt drive and is fitted with an unusually comfortable spring fork. In common with all of the models supplied by the F. N. Company, it is operated by means of a Boston high tension magneto, and the general finish and workmanship of the Big Four is carried out in this single-cylinder machine. Perhaps the most attractive part of this light weight model, or F. N. "Baby," as it is termed, is the fact that the price has lately been reduced from $250 to $215, said price including spring forks and Bosch magneto. At this price it is an unusual bargain and is meeting with a very ready sale.

An F. N. tri-car attracted a great deal of attention on account of its extremely neat appearance. This tri-car was fitted with no less than four brakes, two being on the motorcycle as ordinarily furnished and two more on each of the wheels of the tri-car. The seat of the tri-car can be furnished in three styles of body; namely, cane, wicker or coach built. A feature of this tri-car is that the braces that hold the tri-car to the frame of the motorcycle runs clear back to the rear steps of the machine itself. Of course, this tri-car is simply an attachment to the ordinary Big Four, and the machine may be converted into the two-wheeled at any time.

In addition to the F. N. products above mentioned the Ovington Company exhibited the Nala hub, which is a two-speed and free engine device for single and twin-cylinder motorcycles. This hub complete sells for $68.50 and is an unusually efficient and well-made device.

We must not forget to mention the attractive circular that has just been issued by the Ovington Company descriptive of their Ovico motorcycle stand, which is a stand that may be attached to any ordinary motorcycle and allows the rear wheel to be removed without in any way interfering with the stand itself. Mr. O vington, who was in charge of the exhibit, stated that the demand for this stand has been so great that they have been utterly unable to cope with it. Those who have written the Ovington Company, therefore, regarding this stand are requested to have a little patience as information will reach them at an early date.

Next to the space of the Ovington Company, F. A. Baker & Co., 37 Warren street, New York, exhibited the well-known Indian motorcycle. Mr. Baker had a very attractive twin-cylinder Indian finished in French gray and this machine attracted much attention. This color is very popular abroad and no doubt will become more so in this country on account of the very attractive appearance a motorcycle makes when finished in this manner.

All of the models shown had the new 1908 mechanical inlet valves and this feature was examined with interest by many prospective motorcyclists.

A single cylinder machine of 3½-horsepower was also exhibited. This machine was in the ordinary Indian blue, now so well known, and appeared to be a very powerful mount. This is the largest single-cylinder machine that the Indian Company have ever made, and there is no doubt but that it will become very popular when its power and speed are better known.

A 2¾-horsepower machine finished in bright red was also on exhibition and attracted much well-deserved attention.

As we move down the line, the next motorcycle exhibit is that of J. F. McLaughlin, who had an unusually complete line of the N. S. U. motorcycles. The 1908 6-horsepower road racer appealed perhaps more than any of the others to the advocates of speed, and this machine was always surrounded by enthusiasts. The regular 6-horsepower touring model was also shown, and differs from the racer in that it is heavier and more substantially made. It also has a longer wheel base and is more suitable for general touring purposes.

An exhibit which appealed to the ladies was Mr. McLaughlin's "Affinity Car," which was a beautiful tri-car finished in pure white with light blue upholstery. This tri-car differs from the ordinary tri-car in that it is made as a tri-car only and cannot be converted into an ordinary motorcycle. It has semi-eliptical springs just like an automobile, and is unusually comfortable. It is fitted with the usual twin 6-horsepower engine.

In the single-cylinder line the most powerful machine was the 3¾-horsepower road racer, which is a very powerful single of light construction for racing purposes. The lines of this machine are truly beautiful and for advocates of a single cylinder there is probably no better machine in America. The 3½-horsepower touring model is very similar, but is made heavier and has a longer wheel base.

The 1¼-horsepower N. S. U. light weight was the center of attraction for those who appreciated magnificent workmanship and finish. This dainty little machine, although it only weighs 75 pounds, is fitted with a little Bosch magneto of the high tension variety, and for a man who does not care for extensive power and speed this light weight model forms an ideal little runabout. The demand at present is for high speed and high powered motorcycles, but sooner or later the reaction must set in, and then the demand for light weight machines will rapidly increase. In England they have come to this stage already, and are now going crazy over light weight machines, such as the N. S. U. 1¼, F. N. light weight 1¾, and Motósacoche.

Those who have had excessive tire trouble will be interested in the Peter Union studded tire, which is an unusually heavy motorcycle tire fitted with steel studs in the tread. A butt end tube was also shown to this tire.

The next exhibit was that of the R. E. Sporting Goods Company, who had on exhibition the new Thor motorcycle. The models shown were both of the single-cylinder type, the one being the more expensive, or De Luxe model, and the other the cheaper one. Both are fitted with the new Thor spring fork and the more expensive machine is fitted with the 1908 gear chain drive just put out by the Thor Company.

The most expensive model of the Thor machine is a beautiful example of American workmanship and material, as well as of design. The engine is set vertically, well forward, and the center of gravity has been kept low. A new grip control of very efficient design has been used. As this machine is more fully described elsewhere we will not go into further detail.

Passing further down the line dubbed "Motorcycle Row" we came to the exhibit of Geo. V. Lyons Motor Co., who market the Minerva motorcycles, a foreign production. The Minerva is a newcomer; in fact, the first shipment did not arrive until three days after the Sportsman's Show opened.

The machines exhibited ran from the 2¾ H.P. single cylinder machine up to the big 8 H.P. twin. The machines, like all of the foreigners, attracted much attention on account of their beautiful finish and workmanship. There is no doubt but what this machine wil become popular when it become popular when it becomes better known.

Several accessory firms exhibited, and the Corbin coaster brake was prominently displayed. Mr. Allen represented the famous Coes wrench and the little "Baby Coes," made especially for motorcycle use, attracted much well-merited attention.

Taken all in all, Motorcycle Row attracted its share of attention of passers by. This show comes at the right time and has been held in the right place. There is no doubt but what the Madison Square Garden in New York is the best place in the metropolis for holding a show of this nature, and the fact that the show is held just before the opening of the spring season makes it of advantage to motorcycle manufacturers. The automobile shows were far too early to be productive of good results, and, furthermore, struck the country at the time when it was passing through a severe financial panic. Any one who could have been present in the neighborhood of Motorcycle Row and could have heard the remarks of passers by would acknowledge that the popular interest in motorcycles is certainly spreading at a rapid rate. Men and women were interested in the exhibits, the ladies especially being interested in the passenger attachments.

The editor of Motorcycle Illustrated talked with those in charge of the booths in Motorcycle Row, and it was reported that the outlook was very good indeed. The interest in motorcycling matters is increasing rapidly and several sales were reported. All agreed that 1908 will be a banner year for the motorcycle.

We regret that there were not more American motorcycles represented at the exhibit.

Club News.

Send us your club news.
We will make a cut of your pin and keep standing a list of your officers if you will supply us with monthly notes.

New York Motorcycle Club.

NEW YORK
MOTOR CYCLE CLUB

A. J. Bendix..................... *President*
800 Third Avenue.
Dwight Patterson............. *Vice-President*
45 Broadway.
Earle L. Ovington................. *Secretary*
2234 Broadway.
F. M. Manning................... *Treasurer*
584 Eighth Avenue.
A. J. Chapple....................... *Captain*
1090 Park Avenue.
J. W. Dalton.............. *First Lieutenant*
516 Lexington Avenue.
David Molin............. *Second Lieutenant*
845 Sixth Avenue.
Club Rooms................. 2234 Broadway

Feb. 19, 1908.

Dear Sir:—The New York Motorcycle Club desires to bring itself before you. Many motorcyclists are not aware of the fact that New York has the oldest and largest motorcycle club in this country.

The club is now located at 2234 Broadway, at which place the meetings and lectures are held.

The road officers desire to call your attention to the number of closed club events to be held this season. There will be hill climbs, economy contests, gymkana and other events, and then there will be the open events, such as the single and double century runs, 24-hour race, hill climb and several other contests not yet decided upon.

The club have this year decided upon a distress signal, which will be given by club members when in need of assistance when on the road.

The club metal tags will be continued to help identify members and their machines.

Runs will be held Sundays, two-day runs will be held on holidays.

A social affair will be run off every month, and all club meetings are made real interesting by talks on magnetos, batteries, two-speed gears, etc.

Our club rate is exceptionally low this year, being only $4 per year with $1 initiation.

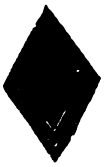
We trust to have the pleasure of enrolling you as a member at our next meeting, and enclosed find application blank.

Further particulars and information will be cheerfully furnished by the Secretary at 2234 Broadway.

Trusting soon to have the pleasure of your company on the runs, we are,

Yours for pleasure,
The Road Officers.

F. N. Motor Club of America.



David Dessau............................ *President*
101 West 78th St., New York.
Hiram Powers......................... *Vice-President*
99 East 81st St., New York.
A. G. Hauke.............. *Secretary and Treasurer*
417 W. 117th St., New York.

Main Club House, 2234 Broadway, New York, with branch houses in the principal cities of the United States. Regular meetings second and fourth Tuesday of each month.

The F. N. Motor Club of America desires to call the attention of riders of the F. N. machine to the advantages of membership.

The initiation fee is $5 and the dues for active members $6 per year and for inactive members $2 per year, payable quarterly in advance.

Although the initiation fee is only $5, each member upon joining receives the following:

First—One solid 14-karat gold club pin with safety catch. This pin is not the usual article, where size is often sacrificed to quality, but a pin comparable with that used by fraternal and secret societies.

Second—One nickel plated flag staff to attach to handlebar of machine and support the club flag.

Third—One dozen club flags made of imported silk.

The actual cost of the above articles exceeds $5, and therefore a member receives full value upon joining.

For active members regular meetings will be held, lectures upon motorcycle topics given and social events arranged. In the motorcycle season Saturday and Sunday runs will be a regular occurrence and short week-end journeys encouraged.

Inactive members will be supplied with literature, such as copies of lectures delivered and other matters of interest.

The standard of membership will be kept high, especially in the case of active members, as too often one undesirable party spoils a day's outing.

The government of the club is entirely independent of the trade. The officers are all private owners, but realize that riders of one make of machine, differing in many ways from the ordinary motorcycle, have much of interest in common. Because a man is an F. N. rider does not necessarily mean he will be admitted as a member.

F. N. riders are requested to communicate with the Secretary, 2234 Broadway, for further information.

To Organize a Motorcycle Club in Newark, N. J.

Dear Sir: Enclosed you will find some interesting facts concerning the motorcycle situation in the city of Newark. At the present writing there are approximately 200 licensed motorcyclists in this city, but still we have never been able to boast of a motorcycle club. This condition of affairs is not as it should be, as it denotes a lack of energy among the riders, and it is my personal belief that it only needs the efforts of one or two of the riders to lay the foundation and start the organization on the road to success.

It is my intention to get together with some of the prominent motorcyclists of this city and take the first steps in organization, and in this I have the assistance of the Hendee Manufacturing Co., who have kindly volunteered to furnish me with a list of the registered riders of Newark and suburban towns. With this list I shall obtain a working basis, and will be able to get into communication with all whom I think would respond to a notice to attend a meeting.

The publication of this in your columns will no doubt be of great assistance to me, as it will doubtless reach many of those with whom I desire to get into communication. Any inquiries on this subject addressed to me will be welcomed, as I desire to hear from every man that rides.

Thanking you in advance for your courtesy and assistance, I am,

Respectfully yours,
Charles L. O'Connor.
228 Fairmount Ave., Newark, N. J.

Detroit, Mich., Feb. 4, 1908.

Editor The Motorcycle Illustrated,

The Detroit Motorcycle Club held its first meeting on February 3, 1908, at the store of a prominent motorcycle dealer. The organizers consisted of fifteen of the local riders. We expect to make that fifty before May 1st. The officers elected were: President, H. G. Smith; vice-president, Roy Hunter; secretary, C. H. Drude; treasurer, Joe Adcock; captain, W. A. Leake; first lieutenant, F. E. Wright; second lieutenant, M. S. Sprung. A committee was appointed to look up suitable quarters for the club.

Respectfully,
C. H. Deude, Secretary.

Worcester, Mass., Feb. 17, 1908.

Editor The Motorcycle Illustrated,
New York.

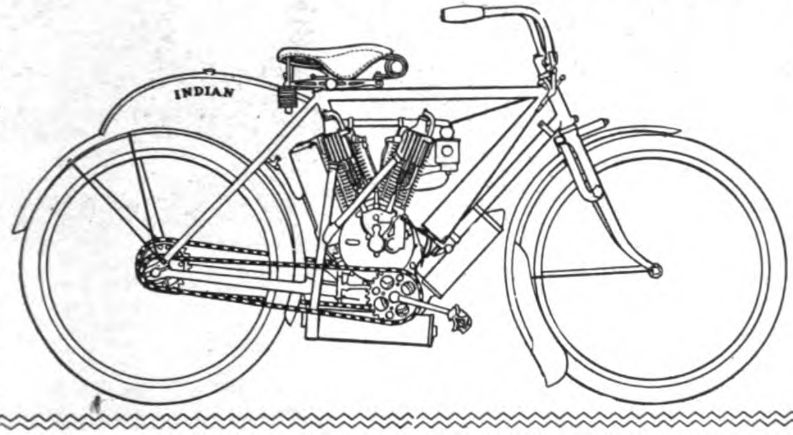
Dear Sir:—The Worcester Motorcycle Club held a meeting and banquet on February 11, and plans are already under way for a big meeting on March 10, the last one of the winter season. The club has nearly completed its first year of organization, and its original membership has already doubled.

We believe, modestly, that we are jolly good fellows, and we know that our gatherings are most interesting and pleasant occasions, so for the benefit of local riders who do not already know us, we are going to extend a cordial invitation to attend our banquet and be entertained by us.

Our meetings are held on the first Tuesday of each

Club News continued on Page 85.

GET IN EARLY AND AVOID THE RUSH!



Each Succeeding Spring

The Demand for Indians

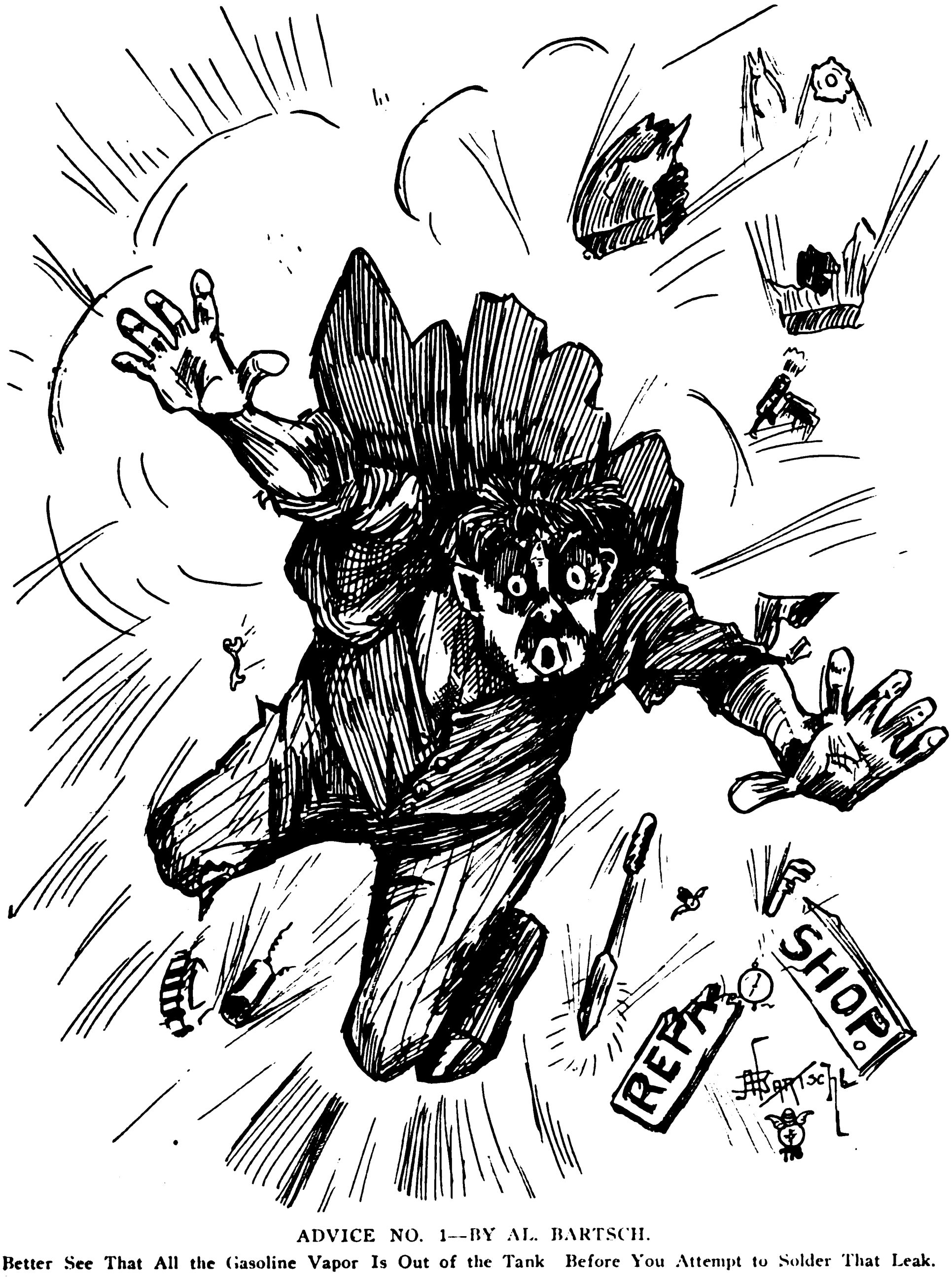
has taxed not only the factory but the Indian agents. For, of course, every purchaser has wanted his machine in a hurry.

He is a wise buyer, therefore, who takes time by the forelock and places his order NOW.

F. A. BAKER & CO.

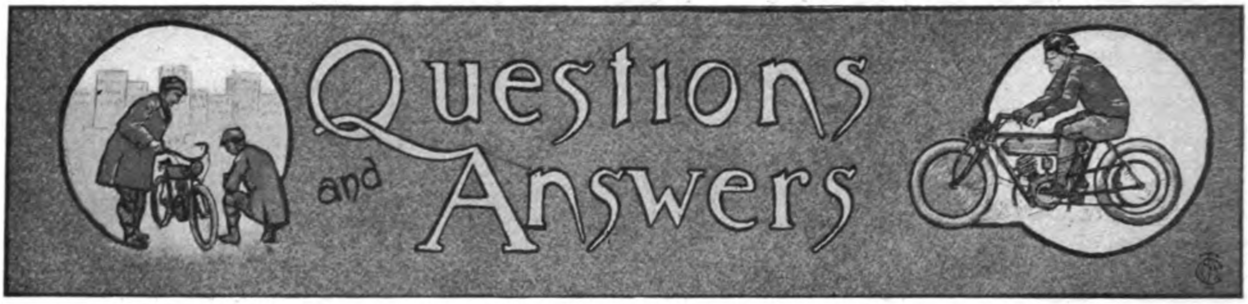
37 Warren Street
NEW YORK

1080-82 Bedford Avenue
BROOKLYN



ADVICE NO. 1—BY AL. BARTSCH.

Better See That All the Gasoline Vapor Is Out of the Tank Before You Attempt to Solder That Leak.



New Britain, Conn., Feb. 7, 1908.

Editor THE MOTORCYCLE ILLUSTRATED,

Dear Sir:—I would like an impartial view on the motorcycle transmission subject by an expert. Kindly inform me what is the best belt transmission on the American market—Curtis (28°x1" V), Royal (28°x⅞" V with internal blocks to increase flexibility), and Marsh-Metz (1¾ flat one pulley leathered and no idler), or any other. Also what per cent. better for transmitting power is the Curtiss and the one you consider the best than a 1¼-inch flat belt, both pulleys faced to give an all leather contact and a belt long enough designed with an idler such that the belt nearly makes a contact with itself between the pulleys near enough to the front pulley to almost give a contact on the complete circumference on that pulley?

What is the best foreign belt—Peugeot (2-horsepower), F. N., Styria (flat) and N. S. U. (rubber, leather or watawata) or any other? What peculiar advantages has the Continental and Gloria rubber or Acla leather (N. S. U.) belts?

What would you think of a Motz on the rear wheel of either chain or belt driven machines in conjunction with good saddle and cushion fork, especially the method of fastening and resilience?

Please send me sample copy of MOTORCYCLE ILLUSTRATED.

H. F. CRIPPEN.
291 S. Main St., New Britain, Conn.

Those who are interested in and have had experience with these questions are requested to reply.—ED.

New York, Dec. 21, 1907.

Editor of MOTORCYCLE ILLUSTRATED,
New York.

Dear Sir:—In the December MOTORCYCLE ILLUSTRATED Mr. Lewis Dodge returned to the attack.

Mr. Dodge states that four lightweight machines climbed Morly's Hill in the F. A. M. endurance contest, and insinuated that the heavy ones did not. How about the Vindec, Peugeot and N. S. U.? I agree I failed, but there is a reason other than the weight of the machine. For instance, why did the designer himself of one of the leading American machines, and incidentally it was of light weight and of high power (being double cylinder fail likewise on Morey's Hill, while a single cylinder machine he also designed went up? It was not the machine that was responsible for the success or failure on Morey's Hill, for some of the best were stalled. Those who attacked Morey's knew that to climb it you must know the location of each obstacle. One of the men who was successful, it is said, made no less than thirty trials before the contest. I do not feel at all disgraced at my failure to climb Morey's Hill—I had for company too many men who are known as America's best, mounted on machines of equal reputation.

I deny absolutely I pushed my machine up the hill. I have proof that when stalled I called the attention of several bystanders to the fact that I would give them an illustration of the advantage of four cylinders. I gave my machine a sharp push and she started first shot, and I ran alongside to the top.

I agree I had trouble on the endurance run with rims and tires. I was foolishly racing with an auto and ran over a big rock at a high speed. I bent my rim so badly I was forced to borrow a large wrench from a farmer and bend my rims into shape. And thereafter I could not keep the tire on, and wound up by cutting the tire off and riding on the rim—a truly enjoyable performance. I complained to the F. N. Company in Belgium that they fitted rims and tires more suited to their roads than ours. They replied that for 1908 they would fit all Big Four machines coming to this country with extra strong rims and heavy tires. If an American agent complained to his manufacturer about a certain defect, do you think he would get such a prompt remedy? There is hope for a manufacturer who will try and meet the demands of its customers. The F. N., along with everything in this world, has its defects—I never claimed it perfect. But it gives me great pleasure to know, since I am spending time and money pushing it, that the makers in Belgium will favorably consider any improvement I may suggest. And I may remark that I have in the past suggested not a few, and they have rectified the shortcomings.

Very truly yours,
EARLE L. OVINGTON.

Motorcyclists Plan a Long Run.

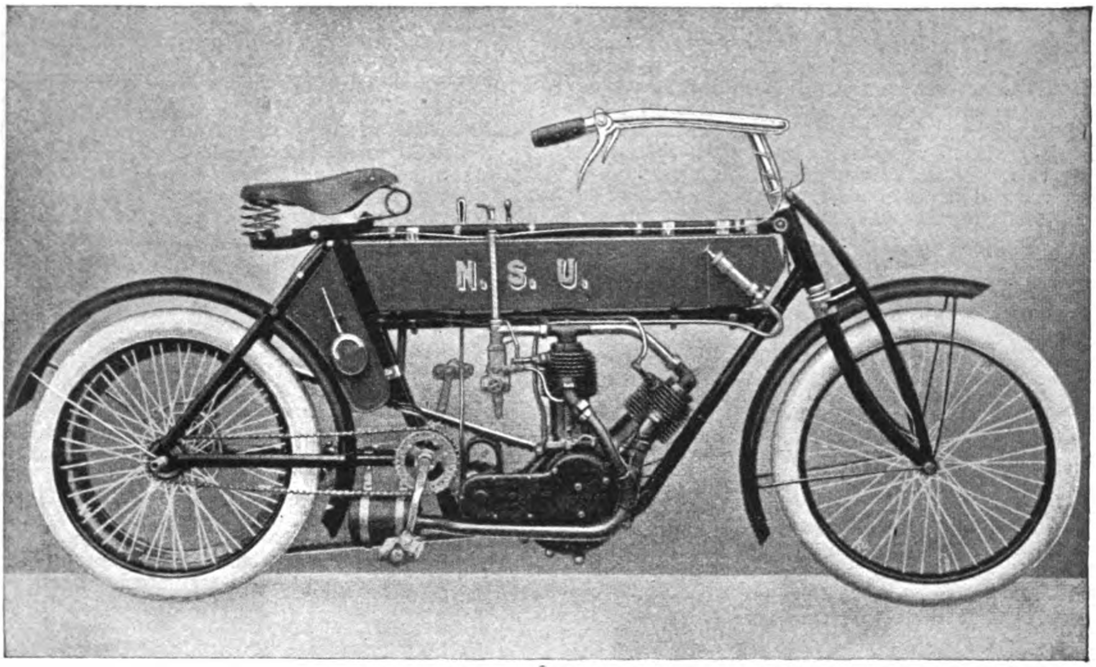
The interest in motor cycling in this vicinity has reached such a fever heat that the majority of those who ride the little gasolene vehicles are anxious to have an endurance contest conducted on similar lines to those carried out by the men of the automobile.

At first the desire was to consolidate the interests of the motorcyclists with the automobile men and run a test in conjunction with the one of next Saturday. Second consideration showed that in bringing about such a condition the cyclists must necessarily sink his own personal individuality, and so the scheme was abandoned for one which gives promise of greater results—namely, the holding of a motorcyclists' endurance contest on Patriots' Day.

President Edward Gebereux, of the National Association of Motorcyclists is now in consultation with his Eastern representatives looking towards such a condition, and the way the local men are taking hold of the matter promises great results.

Mr. Marsh, of the American Motor Company, who is considered as the local authority on motorcycling, when asked his opinion, said: "I believe such a run would prove of inestimable value in maintaining and increasing the interest. A run could very easily be arranged for the date in question, starting from Boston and continuing on through Brockton, Taunton, Worcester and back to Boston. At the conclusion of the run the contestants could banquet at some one of the local hotels, and there entertain the leaders of the sport from other cities. There is no question but what a large field of entries would be secured, and I am sure that Charles Metz, the veteran, and his son Walter, both of whom have ridden a motorcycle 300 miles in one day, would join in the test."

We have received from the B. F. Goodrich Co., Akron, Ohio, life-size portrait "Sally," handsomely lithographed and suitable for framing. Will be sent to appreciative strangers for 75 cents postpaid. Would be an appropriate and attractive picture for any club room. Send your remittance before they all go. If you see one of these, you will want it. But we will not sell ours.



ONE OF MANY UNSOLICITED TESTIMONIALS RECEIVED BY US DAILY

Mr. J. F. McLaughlin,
Agent for N. S. U. Motorcycles,
148 East Forty-ninth Street,
New York City, U. S. A.

My Dear Mr. McLaughlin:—I have just returned from my week's trip. I am a traveling salesman connected with this firm and make my trips on Monday, Tuesday, Wednesday and Thursday on a motorcycle, and have been doing so for four years. I started using the machine as a matter of business convenience May 25, 1904. I first rode a ———, next a ———, next a ———, next a ———, and next, glory hallelujah, a twin magneto 6-H.P. N. S. U. equipped with a free engine clutch and a two-speed gear. Man may work till the end of time and I do not see how he could devise anything nicer and better than the wonderful N. S. U. She goes just as steady as a railroad train. I make out my schedules and do not vary from them all day—day in and day out. I see that the time for my having to continually clean spark plugs is past. I also see that I will not eternally have to be cleaning my ignition points. I also see that when I meet a rig at the bottom of a steep hill and horse scare I do not have to push up the hill, but just pull in the engine free, and after the rig is safely past, just pull gently in the low speed and the machine walks majestically up the hill as if there were no hill there. If I attempted to enumerate all the advantages of the N. S. U. machine it would take another page of typewritten paper at least, but you receive many such letters as this one. This machine, I want to say, has been the wonder and admiration of the whole country my route covers. I am an old motorcyclist—have been riding constantly for four seasons as I have said—and I do not believe in working a machine up to its fullest capacity all the time. If I ran this machine up to its fullest capacity, I would be hanging over some telephone wire along the road, as she is powerful (wonderfully powerful) I do not run over 15 miles an hour on the average. I keep the gas lever turned back as far as she will run, and all the air shut off at the top, and after running for 25 miles (non-stop) my little engines are really cool enough for me to place my hand on them for a few seconds.

Hurrah for the 6-H.P. Sims-Bosch magnet two-speed N. S. U. Motorcycle! You have a good thing Mac; push it along. Is 100 per cent. ahead of anything in this country.

Your friend,
Herbert L. Miller.

N. S. U. MOTOR CO.

206 W. 76th Street Between B'way & Amsterdam Av. New York City

Wilmerding, Pa., Jan. 24, 1908.

TO WHOM IT MAY CONCERN:—

Enclosed please find my photo, which I would like you to publish in THE MOTORCYCLE ILLUSTRATED. I purchased this machine last May from the Thomas Auto-Bi Co., of Buffalo, N. Y., which I am still riding, and it is perfect condition. I had several smash-ups. One I had in my city when whirling around a street corner and crashed into a horse and buggy with bad results. The next time was on a rainy day when I was making up for lost time to get out of the rain. While making about 45 miles an hour I struck a rut and damaged my spring fork, making my front wheel touch my frame, stopping it still and throwing the back wheel over my head for a distance of about a hundred feet. Damage about fifty dollars.

MR. A. EDWARDS AND HIS AUTO-BI.

My machine is a 3-horsepower type and can climb a 35 per cent. grade at reasonable speed. Carrying with it its own weight of 200 pounds and my weight of 142 pounds, with full equipment about 375 pounds, I think this is speaking pretty good for the engine.

I took several runs during the summer on this machine, one from Wilmerding to Greenburgh, a distance of about 48 miles, in two hours and fifteen minutes, over country road and muddy streets. I can run my engine from 4 to 50 miles an hour and can climb a 20 per cent. grade at 35 miles an hour.

AUSTIN EDWARDS.

Milwaukee, Jan. 19, 1908.

Editor THE MOTORCYCLE ILLUSTRATED,

Gentlemen:—I have changed my address from 129 Thirtieth street, to 209 Grand avenue, Milwaukee, and please deliver magazine at latter place. I have been riding for two years a Curtiss motorcycle, and recently sold it, but will get the same make in spring, as I consider them superior to any American-made machine. It is the most foreignized of any. I think paper is extremely interesting and hope it will be kept so. I am sure Mr. Ovington is doing his part in providing useful information, and trust that no jealous competitor will put an untimely end to his usefulness to the motorcycle trade and riders generally. I think that he has put more intelligent efforts to better American machines (his critics to the contrary notwithstanding) than any man in the country. Intelligent criticism backed by facts and practical knowledge such as he has will make the domestic motorcycle as good as the foreign bye and bye. Wishing you success in your paper, I remain,

Very truly yours,

JOSEPH ECKMAN.

Correspondence.

We want to hear from you.
This is open for others' views, and the Editor is not responsible for their way of thinking.

Editor MOTORCYCLE ILLUSTRATED,
3 Broad Street, New York City.

Dear Sir:—In your February issue Mr. Lyons replied to my letter in January MOTORCYCLE ILLUSTRATED. I shall try and make my letter brief, but as he attacked, it is no more than fair that I should have the last word.

Mr. Lyons states that he recalls vividly the circumstances attending the case when my company sued him. Well he might recall them! His eyes were on the ground most of the time, and he could not for a moment withstand the piercing look of the judge. Mr. Lyons implied in his letter that I won my case by other than straightforward methods. He states that I played my "despicable trump card" and therefore won. The "card" he refers to was certainly a "trump card" and won the case hands down. My dealings regarding the matter about which we were contending had been entirely with Mr. Lyon's brother. I had no communication or anything to do with George V. Lyons, who attacks me in your magazine. Mr. Lyons was banking on the fact that his brother would not testify against him, but his brother, rather than let wrong triumph over right, put in his testimony. The judge then informed Mr. Lyon's counsel that so far as he could see he had no case, and my company won the suit with costs. The fact that Mr. Lyons' own flesh and blood testified against him and in my favor, and the fact that the judge gave up the case after a trial of about fifteen minutes, tells the whole story in a few words. When two people cannot agree in this world there is only one way to properly decide, and that is to bring the matter into court. Mr. Lyons and myself were both represented by expert counsel, and I won. So far as I can see, there is no more to be said upon the subject.

I did not wish to bring Mr. Lyons' brother into the controversy, as he is a friend of mine and has always had gentlemanly dealings with me.

Mr. Lyons makes some vague statements regarding space which we used at the Automobile Show December, 1906. In reply to this, I would say that I had no dealings whatever with him regarding this matter nor did I even have the pleasure of his acquaintance at that period. All of my dealings at this time were with his brother. In trying to accuse me of certain things he is really accusing one much nearer to himself whom I do not care to bring further into this controversy.

Regarding my championship of the foreign machines, Mr. Lyons states that he realized that foreign machines have several advantages over the American machines long before I came into the game. All I can say is that he is a pretty poor business man not to have taken advantage of this knowledge before this, instead of waiting until I had come into the game with a foreign machine, moved out of the office now occupied by him into a much finer establishment, and again moved into a still larger one. If he knew the value of the foreign machines before I entered the game, why did he wait until I had been in for a year and a half and not until now take up a foreign machine and try to push it. That sounds rather thin, to say the least.

Mr. Lyons blames me for my relentless criticism of American machines. I have said enough on this subject at other times in this magazine and will not take it up here. Few people take a decided stand in this world against the commonly accepted opinion and prejudices of others, without incurring the enmity of a certain class of narrow-minded critics.

Mr. Lyons attacks me in your magazine over his initials only. To those who think I have been rather hard in my expose of Mr. Lyons, I ask to read the letters published, of which this is the fourth, and I think they will agree that under the circumstances my stand is justified. As I told you before, Mr. Editor, this class of reading is not entertaining to the general reader nor does it help to push the motorcycle itself foward, and therefore has no place

Armac Motorcycles

If there is any business man selling Motorcycles in this country that is not making money, it is his own fault. He don't hustle or work out the opportunities.

The Motorcycle trade needs working up. You can't sit still.—Be a live wire.—In any town of more than 100 population there is a chance to sell an ARMAC Motorcycle. Get out and ride one, talk them, make demonstrations. Send us your business card and we will send you a proposition that will show you how to make money.

$1,000 FOR ARMAC AGENTS

H. H. THORP & CO.

Sales Agents for Armac Motorcycles

1221 Michigan Avenue, - - - - Chicago, Ill.

E. J. Willis Co., No. 8 Park Place, New York City, N. Y.; Motorcycle Specialty Co., 258 Columbus Ave., Boston, Mass.; A. F. Chase & Co., Minneapolis, Minn.; Ralph Temple Automobile Co., 1221 Michigan Ave., Chicago.

DON'T BE A BACK NUMBER!

Ride a *Thor* Motorcycle and be up-to-date

VARIOUS MODELS TO SUIT VARIOUS TASTES

SPEED
SAFETY
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Agents Wanted

ORDER NOW
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EARLY DELIVERY

Write for Advance Catalog

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AURORA AUTOMATIC MACHINERY CO.
AURORA : : : : : : : : : : : : : ILLINOIS

in your magazine. Mr. Lyons started the controversy and I therefore have the right to close it, and I again ask the editor to bar out in future all such letters of this nature. The original letter of attack that Mr. Lyons published was offered to the editor of another paper in the motorcycling field and was refused.

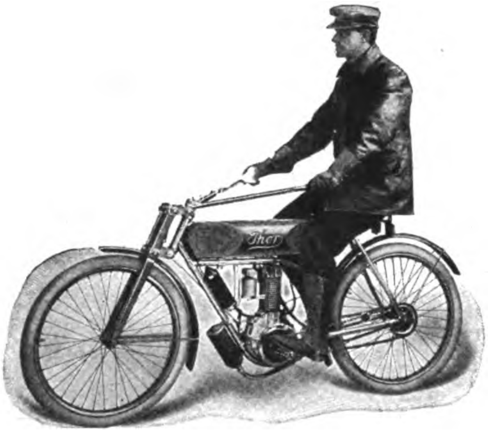
I regret that this controversy between Mr. Lyons and myself has taken up so much of your valuable space, and again beg forgiveness at the hands of your readers for being obliged to publish such uninteresting matter. I have a true love for the motorcycle itself, and did have long before I entered the motorcycle business. Discussions of this nature and internal strife in general retards the progress or development of any industry, and I sincerely trust this will be the last time I will be called upon to occupy space in your columns with such uninteresting material.

Very truly yours,
Earle L. Ovington.

Whipple, the Motorcycle Man of Chicago, is receiving congratulations upon the preferment indicated by the Harburg Tire Co., of Germany having selected him to represent them as general Western distributor of their very superior line of motorcycle tires. The securing of such an agency at this time is regarded as an important achievement on the part of Mr. Whipple, who has enjoyed the confidence of the best and foremost motorcycle makers of America whom he has represented continuously for several years.

The Harburg Co. will keep a stock of popular sizes with Mr. Whipple for immediate delivery. (A Big E must be used when spelling Excellence in connection with Harburg tires.

Motorcycles are now used in the Austrian army for the rapid laying of field-telegraph lines.



The New 1908 Thor Motorcycles.

We have just had the opportunity to inspect one of the first Model B '08 Thor motorcycles that has been shipped East at the salesroom of F. B. Widmayer at 2312 Broadway, the New York agent for these machines, and we were certainly surprised and pleased with the same, as it is so different and has so many new features over the ordinary machines we are used to.

This motorcycle, as can be seen from the cut (which does not do justice to this beautiful piece of mechanism) has a long wheel base 54 inches, dropped loop in frame for motor, low position of motor and rider, protected tanks in frame, extra frame bar parallel with top bar, long V-shaped handle bars, and a shock absorbing fork that absorbs all shocks and jars. Motor is mounter in an upright position in center of frame, and position of rider is back behind the motor, but still a little forward of the rear wheel, and the shape and position of rider is such that he sits in an upright, comfortable position—an ideal touring position. For speed, safety and comfort this position cannot be beat.

The V bars are keyed to the fork stern and cannot slip on stern, and the peculiar shape of the bars is such as a fall or accident will not easily bend or break the handlebars. The double grip control is one of the neatest and most ingeniously worked out ones we have ever seen. The right grip opens and closes the exhaust valve, turns on and off the electric current and retards and advances the spark. The left grip controls the throttle for extra high speed and excessive hill climbing. All parts of the grip control are entirely enclosed in the handlebars, leaving no exposed or projecting parts, and is not affected in the least by turning the handlebars.

The motor is mounted in a loop in the frame about 6 inches below the wheel center line, leaving plenty of clearance between the bottom of the motor and the ground. The motor used is the eelebratd Thor. This motor has been before the motorcycle world now for nearly ten years, and its efficiency, workmanship and design have seldom been excelled by any other make in this or any other country. For 1908 this motor has been greatly improved in mechanical detail, and although only rated at 3 horsepower it is guaranteed to test fully 3½ horsepower on the pony brake test. The most radical change in this motor this year is in the transmission of the power from the motor to the rear wheel. The reduction of speed is made in the motor itself by means of the motor shaft having a pinion that engages an internal gear. To the center of this year or plate the sprocket is fastened, which in turn driver the rear wheel direct by means of a superior-made ⅝-inch pitch roller chain. On the rear hub is mounted the new Thor compensating sprocket. This construction does away entirely with the countershaft, short chain, etc., formerly used. This new transmission greatly reduces the friction. It naturally follows where there is little friction and little wear, due to the gears being hardened and running in oil, there is little or no noise. This drive is far more noiseless than any positive drive now on the market. The motor being placed in an upright position is securely fastened to the frame at three points. The carburetor is lowered, which leaves the head and upper part of the cylinder more exposed to the cooling air current, as well as making the gasoline pressure more even, whether the tank is full or empty.

The power chain is adjusted by the rear fork chain adjusters, and the pedaling chain has a separate or independent adjustment by means of an eccentric in the bottom bracket. The tanks, both gasoline and oil, and the battery compartment are mounted inside of the frame, where they are fully protected. Below the top bar and over a lower bar which is parallel to the top bar, as shown.

The tank is made out of heavy copper re-enforced inside. The forward part of the tank holds about 1½ gallons of gasoline; the rear tank 1 quart of oil; also a positive force oil pump. The handle of the pump projects up and out of the tank in a handy position, so rider can easily operate it from the saddle. The middle compartment is for the batteries and contains an ingenious device that holds three cells of the standard size batteries, which are tightly laced in a canvass covering, which securely holds them in place and they can easily be got at. The fork, as shown, is a regular shock absorber working by a piston and cylinder arrangement, using a pneumatic cushion supplemented by a heavy spiral spring. The pneumatic cushion takes up all the light vibration and shocks, while the spring takes care of all violent jars. Four levers connect the fork stem with the fork. These work on ballbearings and can easily be adjusted to take up all wear.

The coaster brake used is the celebrated Thor motorcycle brake, too well known to be described here.

Every detail of this machine has been carefully and satisfactorily worked out for the rider, and we believe that from what we have seen that the Thor motorcycle is a winner for durability, comfort, speed, cleanliness and its economical use of gasoline. One can mount this machine with his best clothes and go quickly and quietly to his destination without fear of damaging them.

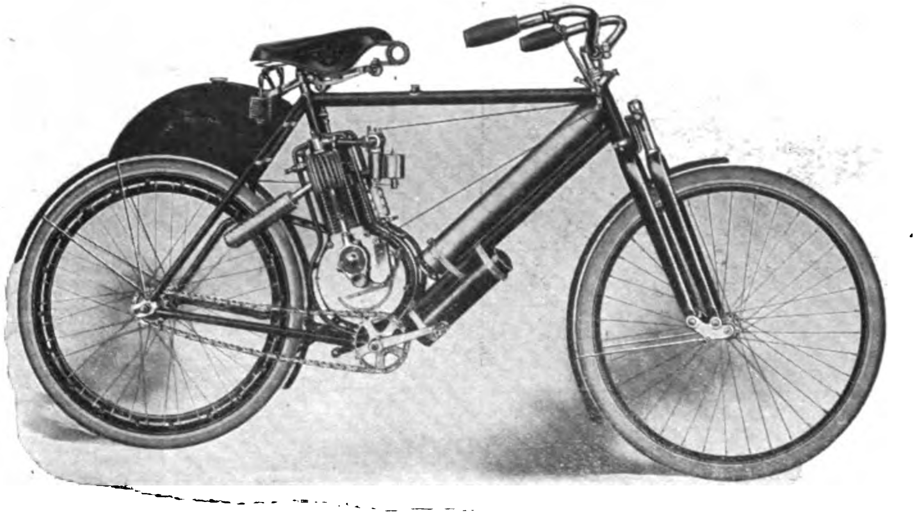
The Thor motorcycles are made in four different models, both single and twin, equipped with batteries or magnetos, butt end tubes and other accessories as options. From our inspection of the above model we do not hesitate to state we consider it very comfortable and a well-designed machine. The above cut of the machine is a very poor one and does not do justice to the machine.

ROYAL

by name—and royal in make-up and in performance is a good summarization of the

ROYAL MOTOR BICYCLES

1900



1908

FEWER FADS AND FRILLS

—and more genuine practicality born of nearly eight year's experience than is to be found in any other motorcycle on the market. Inquiry invited.

ROYAL MOTOR WORKS, INC. **WORCESTER, MASS.**

THE 1908 LINE OF

R.-S. MOTORCYCLES

SINGLE AND DOUBLE CYLINDER MACHINES

TANDEMS, TRICYCLES, DELIVERY-VANS

will be exhibited at the

BOSTON AUTOMOBILE SHOW

Mechanics Building,

MARCH 7th to 14th, 1908

Dept. D—Spaces 878-879.

And we cordially invite our patrons and interested parties to inspect "*America's Best*" and "The R.-S. Mechanical Valve Motor"—the first and only real mechanical valve motor made in America.

Reading Standard Company, - Reading, Pa.

Feb. 10, 1908.

Editor MOTORCYCLE ILLUSTRATED.

Enclosed find photo of a three-year-old motorcycle enthusiast which I will thank you for entering in any contest. This was taken last year. Thanking you in advance, I remain,

Very respectfully,
B. E. BIRGFELD,

A 3-YEAR-OLD WITH THE HABIT.

Twin Cities and the Motorcycle.

Just a little breeze from the Northwest in regard to the motorcycle game, and it is safe to say even at this early hour that the business for 1908 will surpass all previous records, judging from the activity already shown.

C. S. Neutson, the motorcycle man of St. Paul, is making great preparations. He has redecorated his store, and at the present time has some 20 machines on the floor, besides 22 orders booked for early spring delivery. Mr. Neutson, like many of the other bicycle dealers, was slow to take hold of the motorcycle, but now frankly admits that he regrets being a back number for so long a time, for his phenomenal success during the 1907 season has made him truly worthy of the name "Motorcycle Man" and his store is just as crowded with motorcycles now as it ever was with bicycles in the old bike days.

A visit to the plant of the Thiem Manufacturing Co., of Minneapolis, is another surprise for the party who thinks that the motorcycle is only a fad, for this company is now manufacturing motorcycles and cycle motors exclusively. There isn't a more modern or more completely equipped plant in the country for this work.

On entering this plant you are impressed with the systematic way in which every department is handled, and Mr. Thiem takes delight in showing a visitor through his plant, and he has grounds for being proud of same.

On the first floor a glance shows one that there isn't an old piece of machinery in use, for every part of the Thiem machine is made of modern automatic machinery. To see thousands of pieces and duplicate parts coming through like clock work convinces the most skeptical that the motorcycle industry is only in its infancy.

Mr. George Wagner, manufacturer of the Wagner motorcycle, has again been compelled to enlarge his plant and has taken a lease on the new four-story building near Fourth and Cedar streets, St. Paul. The Wagner plant occupies the first three floors, and Joe Workelstorfer, the popular St. Paul enameler, occupies the top floor.

Local dealers in both St. Paul and Minneapolis are hustling for agencies, and the public in general is awakening to the fact that it is necessary to place their orders early or be disappointed in securing a machine and an agent who has not already booked several orders for machines for spring delivery is hard to find.

St. Paul riders and dealers are all proud of the fact that it is due to the ingenuity of a St. Paul man that the motor public is now offered one of the greatest improvements of the age in the motorcycle line. The improvement referred to is an automatic change speed pully for motorcycles. It is the invention of Frank E. Hipkins, formerly with the Armac Motor Co., of Chicago. The Advance Sales Co., American National Bank building, St. Paul, are sole distributers of this pulley.

Mr. E. V. Arnold, of St. Paul, Minn., and three friends rode from Indianapolis, Ind., to Denver, Colorado, last fall. In the following letter he states the G & J tires stood the test of over two thousand miles of rough riding and were in good condition at the end of the trip. This speaks well for the G & J Co. tires. The letter follows:

Denver, Colo., Nov. 29, 1907.

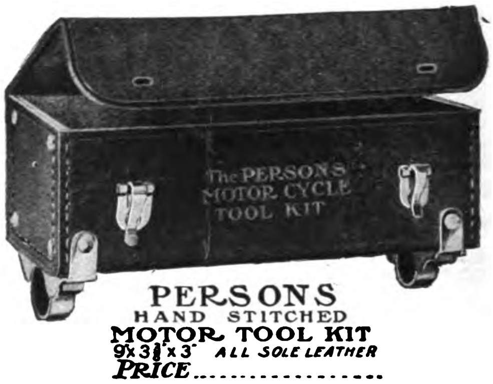
G & J Tire Company,
Indianapolis, Ind.

Gentlemen:—I am pleased to inform you that we arrived in Denver last evening at 3 o'clock, and am glad to state that our Indianapolis G & J double clincher tires are in fine condition, considering the awful roads we had through Missouri and eastern Kansas. We rode for miles through Missouri over roads where no soil was in sight—nothing but sharp gravel and rock. For seven miles we rode the railroad ties, and even rode across the Gasconde river railroad bridge. People told us that when we reached the flint hills of Kansas it would be impossible for us to ride, as it would cut our tires to pieces, but I am pleased to advise that we rode all the way over these hills and still our tires are not cut any to speak of.

We rode 2,002 miles from Indianapolis to Denver, which is equal to at least 6,000 miles of ordinary riding, as I know from experience what the ordinary riders do to tires.

With kindest regards, I remain,

Yours very truly,
ED. W. ARNOLD.



Person Produces a New Tool Kit.

The Persons Mfg. Co., Worcester, Mass., have added another specialty to their line—the tool kit—shown by the accompany illustration. It is made of full weight oak sole leather, the front, bottom, back, top and flap all being one piece. The ends are double hand-stitched in with waxed flax, to which a second piece is riveted in, as is shown in the cut, this making the kit more solid than if it were made of light metal. At the same time there is no tendency for the tools to rattle as they do in metalic cases. The Worcester manufacturers claim that there is about twice the amount of leather used in this kit as in the tool rolls made of split leather.

The holders are simple but effective. The sheet metal supports at each end of the kit have recessed interiors into which set square nuts with which screws passing through the kit engage. These square nuts are nearly equal in diameter to the clearance of the interior of the support and cannot turn around, thus it is manifestly impossible for same to jar loose, and the kit slip from its place. These nuts are engaged by fillester head screws, pointing downward through the kit. Large copper plated washers under the screws additionally bind and protect the leather. The collars encircling the top tube of the machine are cut from stripped steel with rounding edges—that is, they are not cut from sheet steel stripped to the desired width.

A special feature of the kit is that it will go on the top tube of any motorcycle in which the tank is carried below the top tube, without its being necessary to entirely remove the tank in order to get the collars attached. The retail price is $2.25, but for thirty days the Persons Manufacturing Co. will send one of the kits by express prepaid to any user upon receipt of money order for $2.

month, and the annual election will take place at the April meeting. The present officers of the club are: President, Lincoln Holland; vice-president, L. R. Carron; secretary, Charles F. Merrill; treasurer, W. A. Traver; captain, E. R. Creamer; first lieutenant, Lincoln Holland, Jr.; second lieutenant, H. F. Thurston; standard bearer, William P. Farrell.

We note the communication of Mr. S. L. Lyon, of Los Angeles Motorcycle Club in the January number, and while his club is touring through the picturesque valleys of their land of sunshine, we are bundled in woolen coats and bear-skin mittens, and have been drawing air at "ten below" into our carburetors and lungs as we grind a shrill squeak out of the frozen snow.

Very truly yours,
CHARLES T. MERRILL,
Secretary W. M. C.

A. H. KASNER
Wholesale Jobber and Manufacturing Agent of
TIRES FOR MOTORCYCLES
AUTOS, CARRIAGES AND BICYCLES
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152 CHURCH STREET
Between Warren and Chambers Street, NEW YORK

MOTORCYCLE SUPPLIES
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MOTORCYCLE SUPPLY CO.
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TIGER CYCLE WORKS CO.,
782 Eighth Ave., New York City,
ANNOUNCEMENT for FEBRUARY

1908 Models of
"CURTISS" MOTORCYCLES
Ready for Delivery.

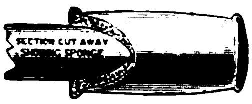
Notice:
More powerful than ever, which means still more speed. Improved to an extraordinary degree of perfection, which means Reliability and Satisfaction.

FULL STOCK OF SPARE PARTS ON HAND

No better opportunity than the present to have your machine overhauled and put in good order.
We have the men who can do it, in an expert manner.
We build machines according to your specifications.
All kinds of experiments worked out.

TIGER CYCLE WORKS CO.
782 Eighth Avenue, - - - New York City
F. A. M. OFFICIAL REPAIR SHOP.

JUST A REMINDER
Keep on the lookout for the
1908 Duck Motorcycle 2 Cycle Type
IT IS TO BE A WINNER
Also second-hand motors, $75.00 to $190.00—all kinds.
Full particulars furnished on application.
Duck Cycle & Motor Co., 1234 Broadway, Oakland, Calif



Mattson's Cushion Grips
1908 LINE NOW READY
Special attention is directed to our *Large Heavy Cushion Wall Motorcycle Grip* (for both ⅞" and 1" bars.) The finest motor grip made. *Heavy* enough to absorb all ordinary vibration and *Long* enough to give the hands perfect comfort. Ask to see it.
Accept no substitute—there really is none, if you want the finest and most comfortable grips.
Also regular size Grips for ⅞" and 1" bars. These Grips are made of a Special Soft *Cushion* stock. They are fully covered by United States and foreign patents.
Mattson Rubber Co., Lodi, N. J.

Now What on Earth
will I give her for her birthday, or what
IS THE PRIZE
to be for the card or other club event. Decide on a Water Color, Crayon or Pen Sketch neatly framed. It will satisfy the most fastidious. References.
A. H. BARTSCH
Studio Hackensack, N. J. Franklin Square NEW YORK
Also the N. S. U. for North New Jersey.

1908 Motorcycles

INDIAN and THOR
Chain or Gear Driven.
ROYAL and THEIM
Belt Driven.

1908 Models now in stock—order now for immediate delivery. Special attention given to mail orders.

Send for Motorcycle and Complete Specialty Catalogue.
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2312 Broadway New York City

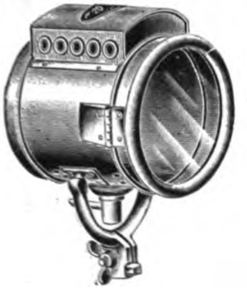
20th Century

CONTAINED AND SEPARATE GENERATOR

BICYCLE, MOTORCYCLE, AUTOMOBILE & BOAT LAMPS & GENERATOR.

20TH CENTURY CATALOGUES.

20TH CENTURY MFG. CO., 19 Warren St. New York.



Construction the Best.

Finest Lenses.

Front diameter, 4¼ inches.

Brackets in Variety.

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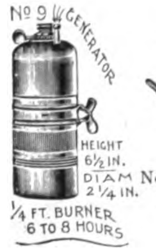
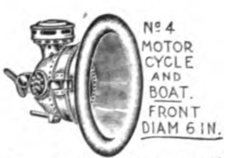
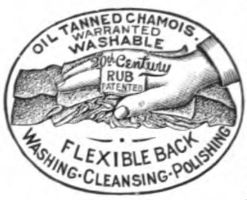

No 9 Generator
HEIGHT 6½ IN.
DIAM 2¼ IN.
¼ FT. BURNER 6 TO 8 HOURS

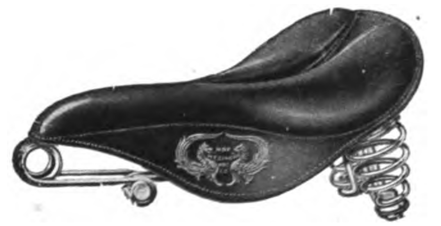

No 4 MOTOR CYCLE AND BOAT. FRONT DIAM 6 IN.

No. 9 Generator used with both Nos. 4 and 67 on motorcycle.


OIL TANNED CHAMOIS. WARRANTED WASHABLE
20th Century RUB PATENTED
FLEXIBLE BACK
WASHING·CLEANSING·POLISHING

OF INTEREST TO EVERYBODY AND THEIR FAMILIES. Chamois in practical shape. Quality and Quantity equal to the best and largest whole chamois and for general cleaning and polishing purposes. 20TH CENTURY 'RUBS" are better and at one-sixth of the cost. *Clean your Bi- and Motorcycles with them.* Price 25c.

Mesinger "CAVALRY" Motor Saddle



The top is raised in front and back sufficient to prevent the rider from slipping forward or backward—is curled hair padded and has the form of a horseback saddle.

Length 12 inches, Width 10½ inches. Price $7.00.

Free action in front suspension spring. Enables the rider to proceed at high speed over all obstructions.

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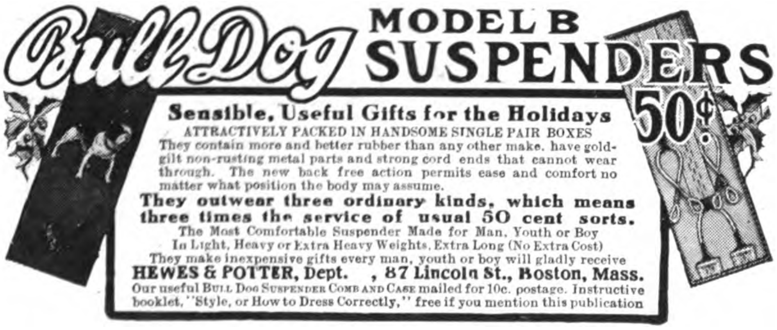

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They contain more and better rubber than any other make, have gold-gilt non-rusting metal parts and strong cord ends that cannot wear through. The new back free action permits ease and comfort no matter what position the body may assume.

They outwear three ordinary kinds, which means three times the service of usual 50 cent sorts.

The Most Comfortable Suspender Made for Man, Youth or Boy In Light, Heavy or Extra Heavy Weights, Extra Long (No Extra Cost) They make inexpensive gifts every man, youth or boy will gladly receive

HEWES & POTTER, Dept. , 87 Lincoln St., Boston, Mass.

Our useful Bull Dog Suspender Comb and Case mailed for 10c. postage. Instructive booklet, "Style, or How to Dress Correctly," free if you mention this publication

FOR SALE—M. M. 1907 model; good as new; $140.00. Can be seen at Henry Heyers, Pacific St. and Bedford Ave., Brooklyn, N. Y.

FOR SALE—Four-cylinder motorcycle engine, in good running order. Box 159, Marshalltown, Iowa.

FOR SALE—Indian Motorcycle, 1907; good condition guaranteed. Price, $150. W. G. Ladd, Ph. G., Sandy Hill, N. Y.

WANTED—To exchange steam runabout, in fine condition, for 1907 Armac Motorcycle, or will pay cash for 1907 Armac. Address W. L. Hooker, Findley Lake, N. Y.

FOR SALE—1906 Indian; fine condition, run only 2,595 miles. For description and price, address H. A. Anderson, 61 Chestnut St., Brattleboro, Vt.

FOR SALE—1905 Thor, like new, $95. L. Galitzki, 185 E. Vanuren St., Chicago, Ill.

FOR SALE—1907 Racycle Motorcycle; brand new; will sell at a bargain if sold soon. Address A. D. Diener, Bellefontain, O.

FOR SALE—Four horsepower motorcycle. French Aster motor, new Scheble carburretor, extra racing pulley; excellent running condition; nickel and enamel not very good; detachable tires; $90. W. A. McCartney, Texarkana, Tex.

FOR SALE—1905 Thor, like new, $95. L. Galitzki, 185 E. Vanburen St., Chicago, Ill.

FOR SALE—1907 M. M., has been used to demonstrate, enamel in good condition, extra casing and tube. Price, $115. W. W. Brown, Littleton, N. H.

WANTED—Second-hand motorcycles for cash. What do you want? What have you for sale? Let us quote you prices on tires, etc. Motorcycle Supply Co., Hammondsport, N. Y.

"MOTORCYCLES AND HOW TO MANAGE THEM." 133-page book. Useful. Price, 50 cents a copy, or given with a year's subscription to The Motorcycle for $1.00. Address, 3 Broad street, New York.

FOR SALE—Double cylinder motorcycle engine; run on test only; 3x3¼, castings also. Photo on application. $65.00. Box 51, Highland Station, Springfield, Mass.

FOR SALE—Double cylinder six-horsepower Bradley Motorcycle. Good condition. V belt. Has long wheel base and 2½ tires. 420 North 32d street, Philadelphia, Pa.

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THE MOTORCYCLE ILLUSTRATED,
Drexel Building,
New York.
Mr. L. H. Cornish.

Dear Sir—Enclosed please find $7.50, for which please send the combination offer (THE MOTORCYCLE ILLUSTRATED and *The English Motorcycle*) to each of the enclosed for one year each. Please notice remarks on backs of each. If you care to send copies each month, I will be pleased to display them. Also if you have any large cards I can use same for advertising.

Yours truly,
LINCOLN HOLLAND, JR.

Takoma Park, Washington, D. C.
February 10, 1908.

MOTORCYCLE PUBLISHING CO.,
Drexel Bldg., Cor. Wall and Broad Sts.,
New York, N. Y.

Gentlemen—Herewith find $1.00 to cover one year's subscription to THE MOTORCYCLE ILLUSTRATED, beginning with the February issue, if possible; if not, then with the March.

I have been a reader of THE MOTORCYCLE since the first issue, and at one time was a subscriber. I think it a splendid little publication.

Yours for success, H. T. LA BONTE.

Ask Whipple for

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It describes ten '07 Motorcycles, all best makes, On hand at close of season, all good as new—some never used. Tires unsoiled—some used to demonstrate with, but bright and new. All at sacrifice prices.

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Whipple The "Motorcycle Man"

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Devoted to the Development of Motorcycling in America

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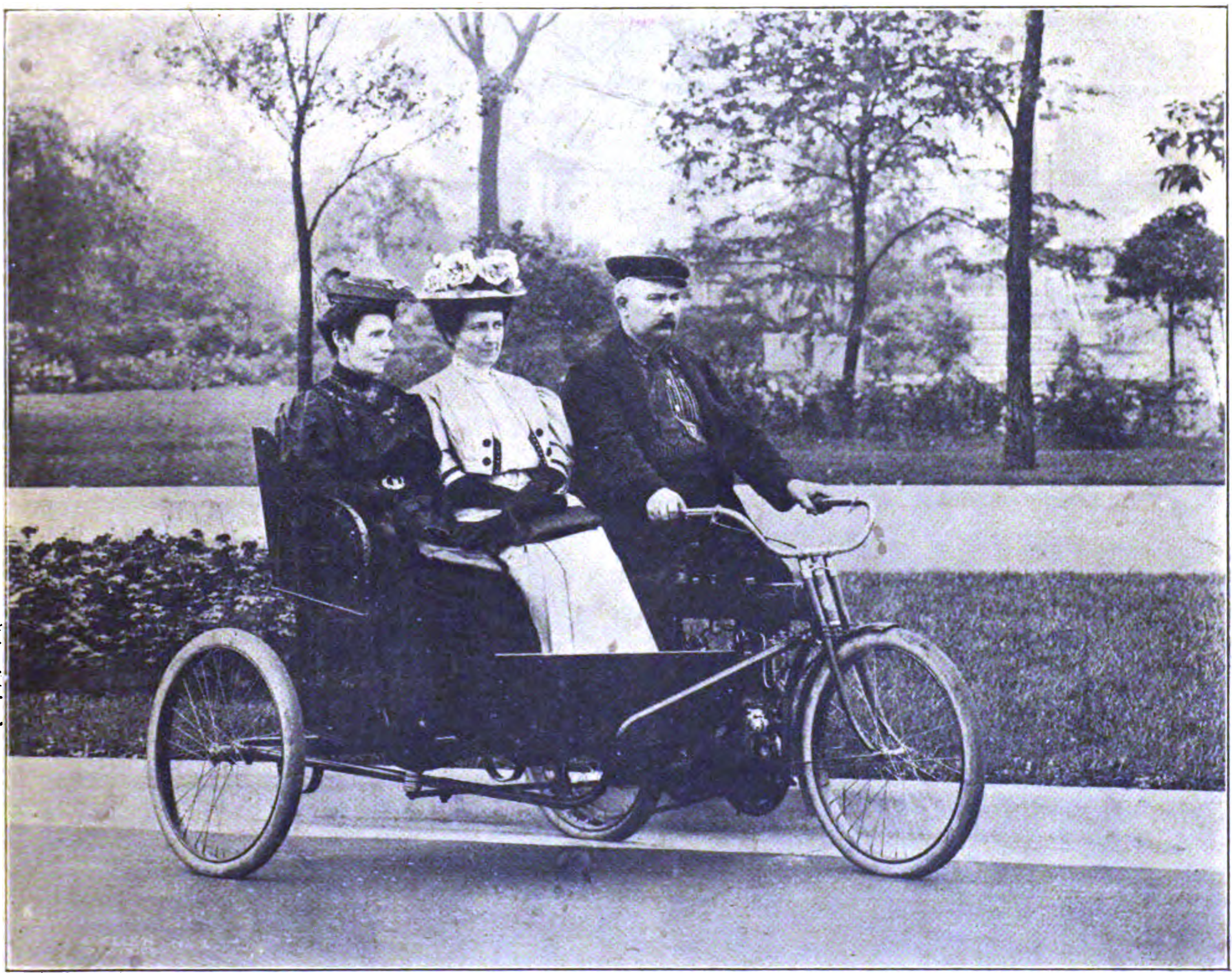
Entered as second-class mail at the Post Office at New York, N. Y.

VOL. III No. 4 NEW YORK, APRIL, 1908 Price 10 Cents



MR. H. G. HARTENSTEIN, PRES. ARMAC MOTOR CO., HIS WIFE AND DAUGHTER, AND THEIR ARMAC SIDE CAR.
(SEE ARTICLE.)

A Trinity of Delight

Indian Motocycle,
Sunshine and Health

¶ Our new sales room will be opened April 1st, we are distributors of these famous machines for Chicago.

¶ Star attraction "Big Chief" with Magneto ignition, come and inspect.

American Motocycle Co.

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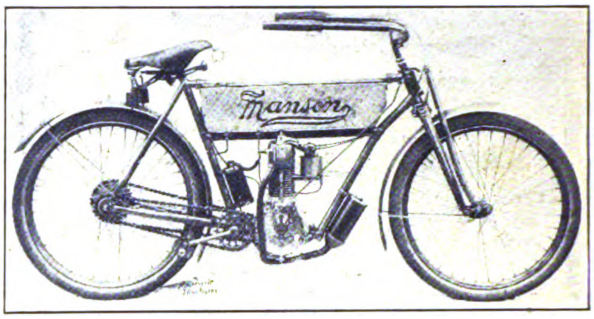

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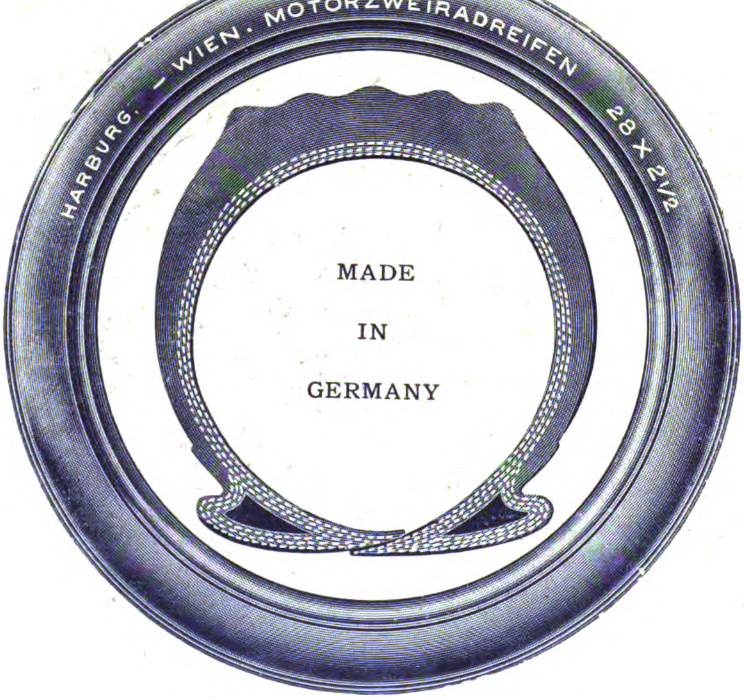

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MOULDED CONSTRUCTION

¶ The Strongest, Most Servicable Tire Made

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Published Monthly at Drexel Building, Broad and Wall Sts., New York, by the Motorcycle Publishing Company
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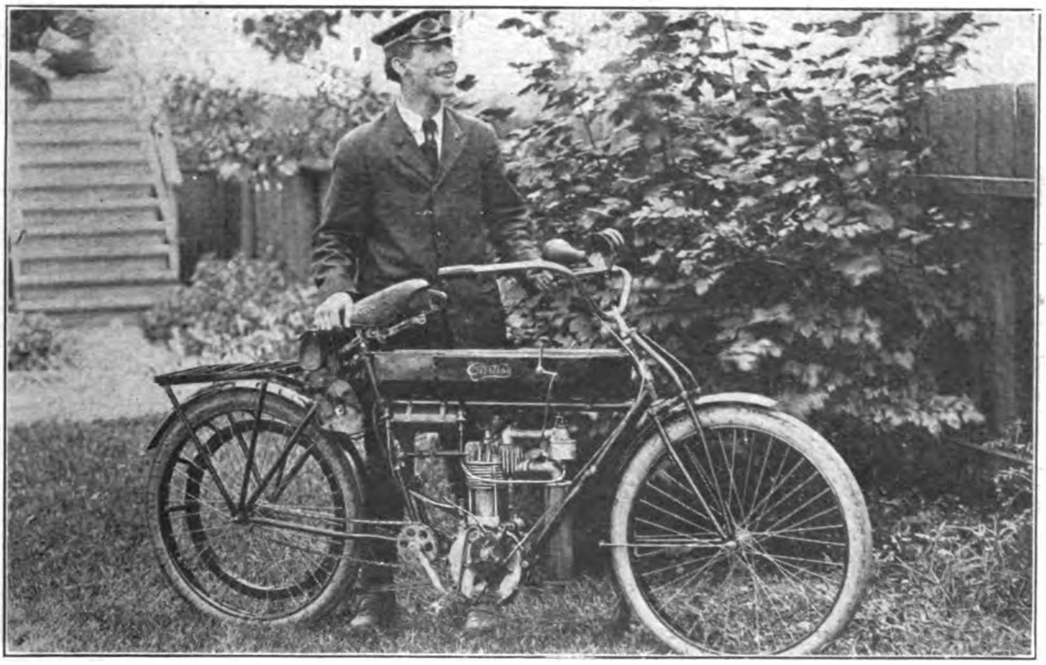


THE SMILE THAT WON'T COME OFF IS THE ONE WORN BY THE RIDERS OF THESE MOTORCYCLES.

The Federation of American Motorcyclists' 1908 Meet.

AT a meeting held in Parlor A, Grand Union Hotel, New York City, February 23d, 1908, called by Mr. Harry J. Wehman, secretary of the F. A. M., an enthusiastic lot of motorcyclists formed what is to be called the "F. A. M. 1908 Meet Club" for the purpose of conducting the annual meet in New York State.

The officers selected for the new club were: R. G. Betts, president; L. H. Gutermaas, vice-president; Harry J. Wehman, secretary, and David Dessau, treasurer. The holding of the annual F. A. M. meet is to be decided by a mail vote, which will leave the final decision in abeyance for two weeks.

That New York City is the place to hold this gathering there is no doubt, and that the attendance would be the largest gathering of motorcycle riders ever got together is assured.

Good roads abound in every direction, diversified by hill and dale. All kinds of stunts could be exploited and the little buzz wagon made famous.

It is hoped that the mail vote will be overwhelmingly in favor of this city and those who attend can depend on having the time of their lives, as those in charge of the arrangements are veterans at the entertaining game.

The F. A. M. meet will be held in New York City, having received the most votes.—Editor.

Coventry, Eng., March 12, 1908.

Editor The Motorcycle Illustrated,
New York.

Dear Sir:—Enclosed is a copy of a letter addressed to-day to the president of the Federation of American Motorcyclists, Mr. R. G. Betts, who I understand is also editor of The Bicycling World and Motorcycle Review (America).

As the matter will be of interest to your American readers, I hope you will see your way to publish either the letter or a paragraph to contradict the impression which has gained ground in America that cash prizes or medals are awarded at the option of the riders in the Auto-Cycle Union Reliability Trials.

Yours faithfully,
Editor The Motorcycle (England).

The letter above referred to is as follows:

Coventry, Eng., March 12, 1908.

R. G. Betts, Esq.,
President of the Federation of American Cyclists
Care The Bicycling World,
154 Nassau Street, New York, U. S. A.

Dear Sir:—I notice a paragraph in The Bicyclin World regarding the disqualification of competitors who may be likely to compete in the Land's End to John O'Groats Trial organized by t Auto-Cycle Union of England, and which will tal place in June, this year.

The paragraph says that the British competitor in this trial are allowed to take cash or medals at their option, and this is the reason why any Ame can rider would, under the rules of the F. A. I be prevented from competing in America as amateur.

I think you are under a misapprehension with regard to the conditions and rules for the A. C. U. Trials. It is the first time I have heard that riders were allowed to take cash or medals for the awards in this competition. It is true that cash was warded as prizes in the International Tourist Trophy Race held in the Isle of Man last year, but no cash prizes have been awarded in the trials to the best of my belief.

I hope you will withdraw the threat published in The Bicycling World, otherwise I understand that two or three intending competitors will not come over this year and swell the entries for the A. C. U. Trials.

I should also like to point out to you that in these trials there is a separate class for privat owners with separate awards, and the private owners do not compete against the professional rider (trade riders as they are called on this side), therefore I cannot see how any amateur American ride could be said to be infringing your regulations provided he enters in the private owners' class.

I have sent a copy of this letter to Mr. T. I Hastings, who I understand is the vice-presiden of the F. A. M., and another copy to the editor The Motorcycle Illustrated, New York.

Yours faithfully,
Editor The Motor Cycle (England).

Is Motorcycling an Athletic Sport?

London, E. C., March 7, 1908.

Editor The Motorcycle Illustrated.
New York.

Judging from a paragraph which recently appeared in the Bicycling World, it is evident that the F. A. M. class motorcyclists along with athletes, and the question arises, Are they justified in doing so? Here in England neither the N. C. U. or any of the bodies governing athletic sports consider for one moment that a motorcyclist is an athlete any more than a driver of a car. The parliamentary laws of the country governing motors include motorcyclists, and the only distinction that is made by the Auto-Cycle Union is that motorcyclists are termed either private owners or trade riders, there being no such thing as amateurs or professionals. Under these circumstances we hardly think the article which appeared in the Bicycling World was at all justified in applying the term "shamateurism" to English motorcyclists.

As an American who has lived in this country for the past six years, I can only say that the game is played here absolutely straight; there is no sham about the English motorists. Having ridden in all the most important competitions, both long and short distance, for the past four years, I have never yet known of any motorcyclist, whether he be a private owner or connected with the trade, accused of fraud or doing anything mean or underhanded, and I think Mr. Hastings, who was over here last year to ride in our six days' competition, will bear me out in this statement.

Now I would like to ask, Can the American motorcyclist honestly say the same thing? I am constantly in receipt of letters from my American friends who say that the ordinary rider has no chance whatever against certain individuals who "fake" and "dope" their machines for every competition. I am happy to say that "faking" and "doping" is not indulged in on this side; and on behalf of English motorcyclists I can further state that any American who could possibly arrange to come over here at any time to go in our six days' or other trials, would be treated with every courtesy and fairness by his English cousins, and I am sure he would go back to America, as Mr. Hastings did last year, with the avowed intention of coming over here again.

I certainly trust that the F. A. M. will remove any obstacle which might deter the American amateur from competing on this side. It seems to me that it is only international courtesy for a governing body of one country to comply with the rules and regulations of a foreign body when its members compete abroad. Yours truly,

W. H. Wells.

NORTHWEST ITEMS.

Motorcycle races will be started in Spokane next spring and will be made a feature of the track sports during the season. Spokane cycle concerns operating in eastern Washington, northern Idaho, northeastern Oregon and western Montana announce that everything possible will be done to encourage a number of clean races which they will endeavor to pull off for the sake of sport alone. Prizes will be offered and the ultimate plan will be to arrange a series of road races between Spokane and Cœur d' Alene, Idaho, thirty-four miles.

The 1908 Indian motorcycles reached Spokane recently and were viewed with interest. Local dealers already have a number of good prospects in sight.

Mr. F. M. Bailey, of 920 South Tacoma avenue, local agent in Tacoma for the Indian motorcycle, has made a number of sales during the past year, one being purchased by Miles Edgerton, county school superintendent, who covers each week several hundred miles and states that it has already paid for itself and has yet to fail him.

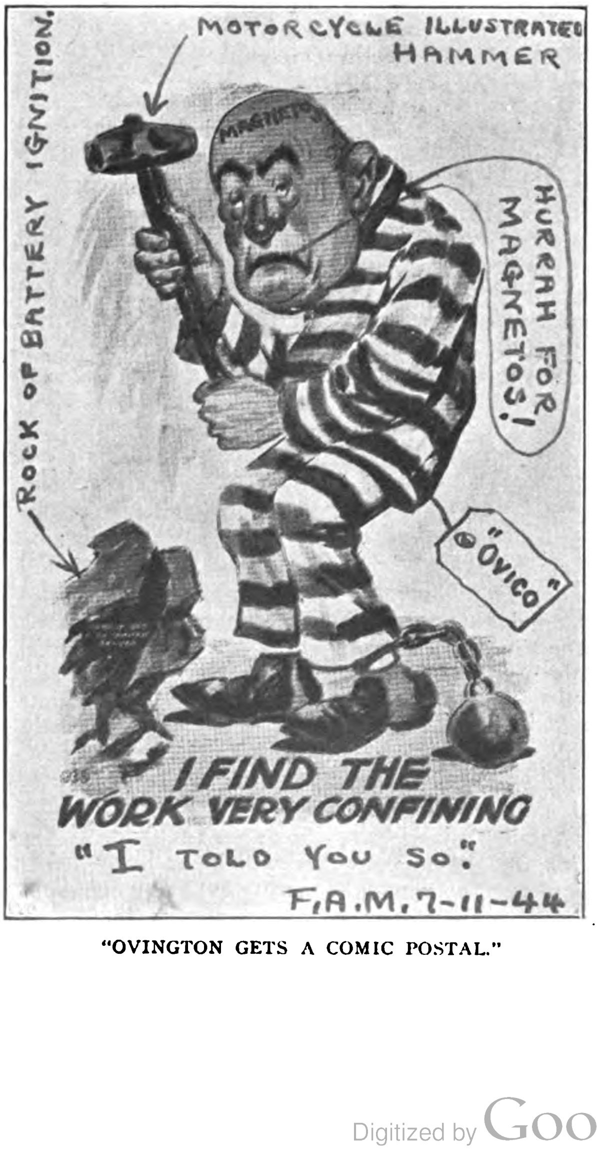
The N. S. U. Motor Co.'s headquarters (Mr. E. Kicherer, vice-president), 206 W. 76th street, west of Broadway, New York City, which is now the center of "Motordom," are now ready to receive calls from all motorcyclists. They have on the ground floor a large show room, well stocked with N. S. U.'s singles, twin-cylinders, etc., ready for prompt shipments. Back of the show room is another large room, which will be used as a repair department. Both these rooms will be looked after by our old friend, Mr. MacLaughlin, who is ready at all times to give intending purchasers full information on the N. S. U. Located on the floor above is the general office and stock rooms, which contains various parts which make up the N.S.U. Hereafter riders of the N. S. U. can get parts here without delay.

A MOTORCYCLE TOWN.

Riverside, Cal., which by the last census is credited with slightly under eight thousand population, is unusually strong as to motorcycle enthusiasts. According to the municipal statutes each machine must be registered at police headquarters, and at last accounts there were eighty-six actual owners in the town, with a number of prospective purchasers still trying to make up their minds as to which machine is the best for their money. A club and adequate club quarters are now taking shape, and the new organization will take part in the races to be held at San Bernardino on April 5.

CAN SHIP MOTORCYCLES CHEAPER TO DENVER NOW.

Under a ruling of the interstate commerce commission made by Commissioner Prouty, shipments of motorcycles from St. Louis and Chicago to Denver can now be made at the same rate which applies to the shipment of bicycles. In the past the motorcycle rate has been excessive, in the opinion of the commission. In its petition the Merchants' Traffic Company also mentioned the rates of shipment on cameras and accessories, but the commission decided that the rates, while high, were not excessive.


MOTORCYCLE ILLUSTRATED HAMMER
MAGNETO
ROCK OF BATTERY IGNITION.
HURRAH FOR MAGNETOS!
"OVICO"
I FIND THE WORK VERY CONFINING
"I TOLD YOU SO."
F.A.M. 7-11-44

"OVINGTON GETS A COMIC POSTAL."

AUTOMOBILE TRADE CREDIT ASSOCIATION.

The one organization in the automobile industry which is probably doing the most telling work at this time, when a portion of the public in and out of the trade feels that financial conditions are uncertain, is the Automobile Trade Credit Association. This organization, made up of prominent parts manufacturers and jobbers banded together for mutual credit protection against unscrupulous dealers or others unworthy of credit, is the best medium of credit information in the trade. It is not an enterprise for private gain, as some have thought, but is purely co-operative, being officered and managed by its members gratuitously. It is also the only exclusive credit body in the industry, and is confined to manufacturers and wholesalers in the auto and motor boat field. Last year the association was also able to collect for its members 75 per cent. of all their old and doubtful accounts. This collection service is free.

Amongst the new members recently enrolled are:

Anderson & Wilkens, New York; Firestone Tire and Rubber Co., Akron, O.; Firestone Tire & Rubber Co., New York; Universal Electric Storage Battery Co., Chicago; Chicago Battery Co., Chicago; Nathan Novelty Mfg. Co., New York; Western Electric Co., New York; Western Electric Co., Philadelphia; Western Electric Co., Chicago; the Wm. Cramp & Sons Ship and Engine Bldg Co., Philadelphia; Dow Tire Co., New York; Rajah Auto Supply Co., New York; Stevens-Dureay Co., Chicopee Falls, Mass.; Wheeler & Schebler.

At the annual meeting last month the following new directors were elected:

George L. Holmes, of Jones Speedometer; Fred S. Wilson, sasistant secretary of Trenton Rubber Mfg. Co. The other members of the board of directors are: W. B. Lashar, Weed Chain Tire Grip Co.; Carl Kaufman, Motor Car Equipment Co.; H. B. Mirick, National Electrical Supply Co., Washington, D. C.; E. S. Fretz, Light Mfg. and Foundry Co., Pottstown, Pa. M. J. Martin, George Haws (Oil) Co., New York, is treasurer. The office of the association is at 80 Wall street, New York.

PERSONS MOTORCYCLE SADDLES.

Charles A. Persons, otherwise The Persons Mfg. Co., of Worcester, Mass., is one of the few manufacturers in business to-day whose experiences in cycling and cycle manufacturing date from the original high wheel and whose business success has continued through the different eras of cycling. At the time Mr. Persons brought out his first saddle he was still riding an Eagle, the machine with the little wheel in front. Year by year his products have increased in variety and in quantity, while in quality they have consistently led the lines entered. In addition to the far-famed saddles and other cycle appurtenances, there are produced by the Persons organization and plant a number of specialties for other patentees which find a market throughout the world. One of these is a 24-karat gold finished electric massage roller which has been on the market for fifteen years. Also the well-known Duck brake owned by the New York Sporting Goods Co. is made by the Persons Company, thousands of which annually find their way into foreign fields.

A Motorcycle Illustrated man was shown through the Persons plant in Worcester a few weeks ago, and was compelled to comment upon the ceaseless activity on all sides. Noting work in the model room on several articles not yet in the market, the traveler remarked that there were not many signs of hard times apparent nor did it appear that finality had been reached in anything.

"But it has," replied Mr. Persons, leading the way back to the office. "It was long ago demonstrated that the best form for a rolling wheel was round. Also the old-time beliefs that a setting hen lays no moss, and that a rolling stone is hard to hatch are now accepted as facts, even in Missouri.

While we now admit finality in the principal of our American motor seat compound springs, many of their characteristics are so subtile as to escape casual observation. This makes them all the more interesting, especially to your empirical readers. Perhaps they would like to know the isms and the olms; why this part is what it is and the other is that."

To all of which the traveler cheerfully subscribed.

"Well," continued Mr. Persons, "more grey matter has been developed and wasted on vibration annulling devices than on all other features of the bicycle combined. It started with the velocipede and the substitution of leather tires for iron, then twisted rawhide, rubber and the pneumatic. Long before the latter came spring frames were being evolved by the score, and the thinkers are still at it in connection with the motor bicycle.

"Along with them the bicycle saddle has done its share toward supporting the patent office and bankrupting some people. We have in our files copies of 515 parts issued on saddles in this country, while probably double that number of applications were filled and then abandoned for one reason or another. Therefore, it would seem a reasonable conclusion that the limit in bicycle saddle spring designing had been reached long ago. Yet this is not true, for the greatest step that the art has taken is but now known in the trade. Strange to relate, the basic principle was evolved some twenty years ago by Lamplugh, the Birmingham (England) saddle manufacturer, who, in seeking to provide a tricycle with a suitable seat, swung extension springs from the underframing of the seat and carried the weight of the rider to this pair of springs through a pair of crescent-shaped rods, which, leaving the cantle, curved outwardly, downwardly and in again and connected with the extension springs at their lower ends. This saddle was patented in the United States in 1888 seventeen years ago. From time to time since that date, and especially since the appearance of the safety bicycle, saddles have appeared, the inventors of which have sought to bring the principle referred to into a better form of construction, but we believe we are the first to practically perfect it in all details.

"A clear understanding of the methods through which our duplex compound springs combine all of the good features known to the art of spring designing and yet eliminate the defects which have appeared in saddles of somewhat similar appearances, may be easily obtained. Primarily such a saddle is intended for a motorcyclist who uses it for comfort, and who carries nearly all of his weight upon it. Such a rider on an ordinary coil spring saddle, when passing over an obstruction or at full speed over inequalities of the road, is subjected to a diminishing series of five to seven bounces or 'rebounds,' according to the size of the obstruction encountered or the speed at which he is travelling. This is known to all riders. On the same saddle when riding over cobblestones, Belgian block, or a really rough road, he is subjected to similar vibrations which, while less in degree, are far greater in number and sometimes come so fast as to make one's teeth chatter.

"In our motor seat this 'rebound,' or vibration, according to the size or the number of obstructions encountered, is annulled or absorbed within the springs in the following manner: Each pair of springs, the upper and lower, differs from the other in diameter of coil, diameter of wire, pitch of coil, direction of coil, length of wire in coil, and direction of action spring. When under load the upper springs are in compression, and they in turn extend the lower springs, putting them in tension. Neither pair of springs being in "tune" or sympathy with the other, owing to their differing in every detail and dimension, neither will transmit the blows or vibration received by the other. Thus when the cycle traveling at speed passes over an obstruction, the underframing of the saddle is made to approach the rider, but the machine instantly returns to its level, without the rider having been disturbed or 'rebounds' following. In event of an extreme rise being taken by the wheels of the machine and the girder brackets being made to reach the base of the upper springs (the compression), the resilience of these springs remains to protect the rider against jar. Normally, however, the lower springs will be distended from a half to one inch and the upper springs compressed about three-eighths of an inch, according to the weight of the rider. The gliding sensation afforded by these compensating springs is such that some riders who originally complained of bad effects from vibration have been enabled to continue the sport with only beneficial results."

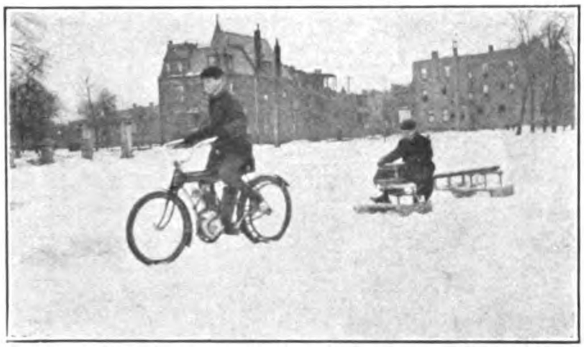
More chat followed, and Mr. Persons promised at an early date to give us further data on specialties they are developing for motorcyclists, and which we hope before long to lay before our readers.

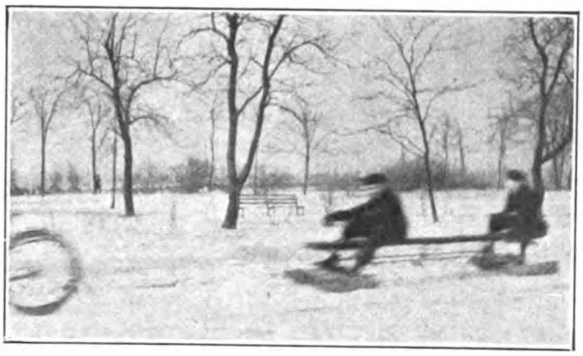
DENVER MOTORCYCLISTS GET TOGETHER.

There are said to be no less than 650 motorcycles in Denver, and an effort is now being made to round up the majority of their owners for the formation of a club—a real club from every standpoint. It is planned to rent a fine residence property, fit it up as a modern athletic club, with shower baths, billiard room, shelter for at least one hundred machines and other conveniences. While a social organization is mainly aimed at, a track team will be picked to meet riders belonging to clubs in other cities, and a race meet will be held. A program of runs is also to be arranged.

T. A. Cooper and His Armac.

I beg to refer to your article on page 333 of December issue which has brought to mind the task of transporting a heavy coaster sled about nine feet in length to and from the toboggan slide about one-half mile distant from our home and on January 12th, 1908, I conceived the idea of attaching a wire rope to the "Armac" as a means of locomotive power and the novelty inspired the thought that my "Eastman 3A Folding" would produce a picture well worth the effort and I enclose herewith one picture showing my brother "George" steering the sled at Washington Boulevard and Homan avenue (near Garfield Park); also a picture (somewhat blurred on account of the absence of sun) to show that the motorcycle was equal to the test—hence the novelty of my pictures, which are respectfully submitted for your kind consideration.





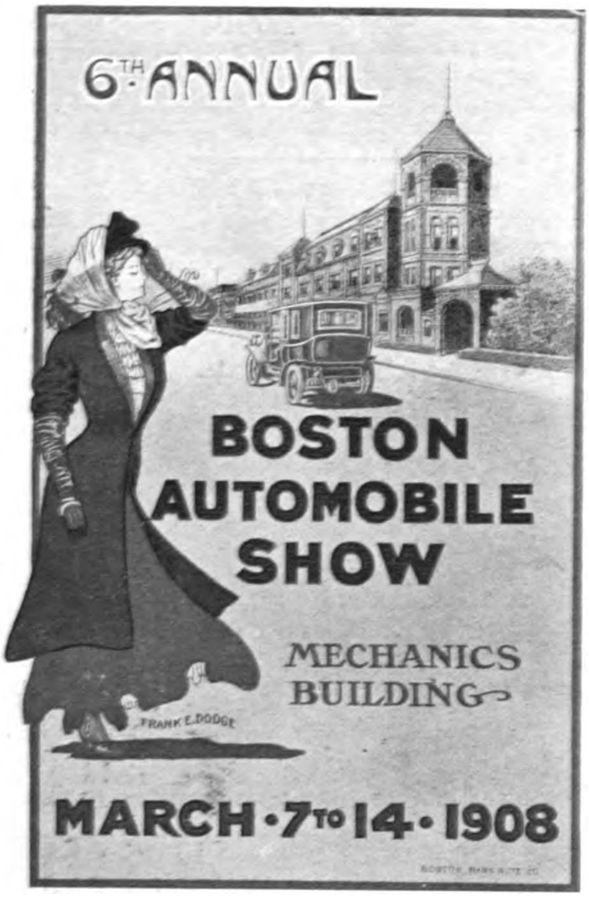
T. ARTHUR COOPER,
Chicago, Ill.

MOTORCYCLE FEVER STRIKES AKRON, OHIO.

The motorcycle fever seems to have struck Akron this year with the first of the balmy breezes of spring, and a considerable number of the two-wheeled automobiles are to be seen about the streets. As a usual thing, the users of motorcycles are young men, but there are exceptions to that rule in Akron, and a number of older persons locally are trusting themselves to the noisy and swift little vehicles.

Motorcycles are used instead of bicycles in Akron with especial favor because of the many sharp hills there are to climb in this city.

MOTORCYCLES AT THE BOSTON AUTO. SHOW.



MECHANICS' HALL, Boston, Mass., was a blaze of splendor when the doors were thrown open on the evening of March 7 for the Automobile Show. Although the hall is one of the largest in the country it was crowded to the walls fifteen minutes after the doors were opened. So great was the crowd, in fact, that it was very difficult indeed to examine closely any of the exhibits.

The internal decorative scheme was Japanese. Mr. Chester L. Campbell, the popular manager of the show, is to be congratulated upon the final result of his labors.

The automobile shows in New York were held in November and December—far too early to be of any real service to the exhibitors. Furthermore, these shows occurred at a time when the country was going through a severe financial crisis and the combined results of the early date and the monetary situation combined to keep the attendance at a minimum. Furthermore, people at that time were not at all inclined to invest money in a luxury such as the automobile, and the result is that as far as the actual retail sales were concerned, the New York shows came out pretty poorly. Who would purchase an automobile after he had just lost fifteen points in Algamated Copper?

The Boston Show was exactly what it was advertised as; namely, the right show at the right time. The show itself was well conducted and the time was so chosen that coming just before the spring season as it did, the results from the exhibitors' standpoint and from the standpoint of the visitors was all that could be expected. The country has gotten over the worst part of the financial depression, and on account of the magnificent weather prevailing at the time the show was held, turned its thoughts towards the automobile.

As far as our readers are concerned the motorcycles represented at the show will no doubt interest them most. Right here let us say that Boston in particular, and New England in general, is most certainly waking up on the question of motorcycles. So far Boston has been rather backward in taking up the motorcycle. To be sure there have been a good many sold there, but in proportion to the population very much fewer than many other cities of the country. Now Boston can boast of a motorcycle club devoted exclusively to the motorcyclist, and not part of a bicycle club. Furthermore, the motorcycle manufacturers and dealers who exhibited report unusual enthusiasm at Boston.

Our friend Sherman was of course on deck with his Light, and its beams shed a brilliant radiance over the section where the motorcycles were grouped. The model that attracted the most attention in the Light exhibit was the twin cylinder with magneto ignition. This was a long wheel base machine and had a decided foreign appearance.

The American Motor Co., of Brockton, Mass., had an unusually complete line of Marsh-Metz machines. The big two-cylinder model attracted much attention on account of its racy appearance. Without any doubt the M. M. has more improvements this year than almost any other motorcycle. Their machines are particularly popular in New England.

The Thor motorcycle was very much in evidence at the show. The sectioned model of the transmission gearing and the spring fork were exhibited and excited no little attention.

"Ovico" Ovington was of course present with his Big Four. The new 1908 ½ model, as he calls it, attracted much attention. After May 1st the Ovington Company state that they can deliver the F. N. Big Four machine with a 5-horsepower engine instead of a 4½-horsepower, a 20-inch frame instead of a 22-inch frame and equipped with an extra large magneto, larger holes in the gasolene and oil tank and extra heavy clincher rims and tires especially constructed to stand the poor roads in this country. The F. N. Company had no intention of putting out this model at the time the 1908 model was announced at the New York Automobile Show and hence Ovington will call it 1908 ½ model.

The Indian machines were well represented, and genial Mr. Hendee talked "shop" with the enthusiastic Bostonians. Mr. Hendee not only exhibited the single and twin-cylinder Indian, but also a tricar and delivery van as well. It is unnecessary to say that much interest centered around the Indian booth.

The R. S. exhibits not only included motorcycles but bicycles as well. This company staged more machines than any other, if the bicycles are taken into consideration.

The Excelsior Supply Company of Chicago exhibited to advantage the New Excelsior belt-driven machine. This is a comparatively new arrival and has already received much favorable criticism. The machine is an unusually comfortable one to ride, and is solid in appearance.

Buffum, generally known as "Buff," was right at home in Boston with his Merkel. The Merkel of to-day and the Merkel of a couple of years ago are two entirely different machines. The present day model is decidedly modern in appearance, and Mr. Buffum states that wherever possible they are sending out machines with magneto ignition.

The Reliance is a light weight $125 machine that would appeal to a certain class of people. Many who cannot afford the price of a regular motorcycle will be glad to learn that the Reliance make a machine at so low a figure.

The Crouch, which is made in the vicinity of Boston, was also on exhibition. This machine is well known, particularly in New England.

The editor of Motorcycle Illustrated canvassed the managers in charge of the motorcycle exhibits as to business done at the show, and practically without exception a good business was reported. Mr. Hendee stated that he had closed several orders. Sherman placed several of his machines in Bean Town and vicinity. "Buff" stated that he had done a good business, while Ovington closed four sales at retail on the last day, as well as reporting a good business all the week. All in all the exhibitors voted the show a big success.

OVINGTON ESTABLISHES A BOSTON AGENCY.

Mr. W. F. Mann, of the W. F. Mann Motor Co., of Yonkers, N. Y., has, during the past year, represented the F. N. in his home city. He came down to the Boston Automobile Show to size matters up and was so favorably impressed with the enthusiasm shown that he has decided to open up a motorcycle establishment in Boston and handle the F. N. Big Four and possibly one or two other machines.

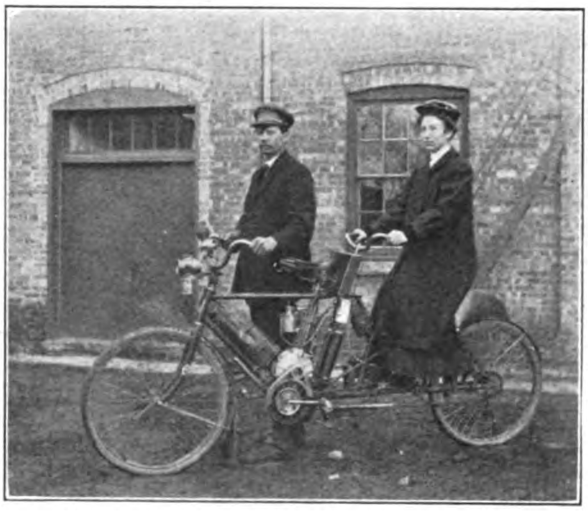
Mr. Mann is one of the old timers and is well known and liked, not only in New York where he has been for some time past, but also in Boston and over the whole of New England. Boston was his home before coming into New York State, so that when he returns he will be perfectly at his ease. It is Mr. Mann's intention to plunge pretty heavily in this venture and open up an establishment in Boston that will make them sit up and take notice. He has already leased his store at 1000 Boylston street, and he expects to formally open his establishment about April 1.

R. S. ESTABLISHES A BOSTON AGENCY.

The R. S. have transferred their agency in Boston, Mass., from Motorcycle Specialty Co. to Mr. Alonzo D. Peck, who will represent all the R. S. motorcycles, including their single, twin cylinders, tandems, tricycles, etc., as well as the Reading-Standard bicycles.

THE STORY OF A PIONEER.

TANDEM motorcycles for lady and gent are so rare even in these later days that those now in existence are truly pioneers. My wife and myself have ridden one for two seasons and it has given us more pleasure than anything else we could have purchased for many times the money it cost. Our tandem was "home built," but from standard Thor parts throughout, so that we have no trouble on account of its being a special built machine—1¾-horsepower engine, chain drive, 7 1/3 gear ratio, 72-inch wheel base, 2-inch tires, gasoline capacity 115 miles, lady in rear on drop frame, rear handlebars stationary, both riders help pedal, rear crank hanger raised 3 inches above front one.



C. V. ARMSTRONG, FULTON, N. Y.

(Do not take this for a "write up," for we have no interest in any special machine, but we would like to meet a tandem once in awhile next summer on the road. They will certainly be largely used for pleasure some time.)

With this outfit we made one day 112 miles over our country roads here, which are of the "unimproved" variety, where hills, stone, sand, ruts, etc., abound in unbridled profusion. Yet over these roads we have enjoyed it immensely. It is a sport of which we never tired. Our average Sunday ride was 50 to 75 miles, and was always full of interest. Of course we nearly always went visiting somehere, and the tandem is always welcome wherever it goes. One place I made 20 miles back and forth over a half mile stretch of good road just taking the boys and girls riding. Don't think for an instant that if you had a tandem the girls would be afraid to ride. In fact, it is almost impossible to keep them off it, and they want to ride fast, too. My record speed against time, 28¼ miles per hour, was with a girl weighing 130 pounds.

My wife and I have been from 25 to 45 miles in all directions from here except the lakeside. We are by this means acquainted with all the main roads on all sides of us, and have been in more than one hundred towns by actual record in the surrounding country. Now this is visiting some, and we come back every night, too. We never made a two-day trip, except when we went to Buffalo, and then we stayed a week. They have good roads up there.

Sometimes we spend an hour talking over the scenes and incidents of the trip when we get home. My wife can always tell me lots of things that I failed to see. She has a chance to look around most of the time, and I catch only fleeting glimpses.

Next summer we will carry a camera, and by fall we will have a collection of views that will be of lasting interest. We know how to go after them now.

There are eleven motorcycles in this town, but none of them do any such cross-country riding as we do. Why? Just this: the single machine is too lonesome. If you will stop to think you will realize that it is against the principles of pleasure to be alone anyhow. All our games and sports are arranged for, and are enjoyable principally on account of our companions being with us. The fact is you cannot get half the pleasure out of your motorcycle when out for pleasure riding that you could if a friend was riding on the same machine with you. Of course, the tandem attachment is much in evidence nowadays, but we all know that it lacks a little of being perfection. It throws too much weight on the rear wheel for one thing, and makes harder steering for another. It is also practically out of the question for ladies to ride with ordinary dress. Then, too, the rear rider cannot help start the machine. This last fault is alone enough to sicken one of carrying a companion on the tandem attachment. All these troubles are due to the fact that the single motorcycle cannot be built to carry two as well as one. But our tandem, or any other properly designed, does away with all of these aforementioned faults. The weight is properly distributed on the wheels, and the steering and balancing is so easy that I have repeatedly ridden narrow places along the road where the single pump wheel would not stay. Someway there is a peculiar stability to it that I can deepnd on. I know what it is going to do, as it were.

I will mention, in hopes of benefiting someone, a trouble that took me eighteen months to discover the cause of. When riding with my wife I could ride in almost a perfectly straight line, but with some new rider on the rear seat I could not keep from "wabbling." However, I finally discovered that the trouble was the way the rear rider hung on the rear bars. It is necessary that the passenger let he machine sway under him and not try to keep himself rigid with it. This is the whole secret. All I have to do now is to mention this to a new rider, and I seldom have trouble.

The third objection to the tandem attachment is overcome by introducing the drop frame construction in the rear. The way this is done makes it practically as strong as though it were not "drop." Right here let me say that a tandem cannot be a success unless the "driver" is in front. He must be where he can see the road without peering over some one's should and where he can do his best. If you are whirling along at a 20 or 30-mile gate with some friend or loved one trusting to your skill you feel as though you wanted pretty near full control of the machine, and the only place to get this is "up in front." Another thing, I would feel like a coward or a hypocrite, or something, to ask a lady to face the dangers incident to motorcycling and me take the back seat. This was all right on the old pump tandem, but that was c hild's play. Motorcycling is a life of continual excitement and good quality of excitement, too, and this is what we modern Americans demand.

Possibly you think if you were riding a tandem you would not be riding at top speed much and you certainly would not much unless you have better roads than we have around here, but you will find that your average gait is faster than that of the ordinary small automobile and this alone will give chance for many a lively sprint. It is also fun to discover a horse and wagon ahead, as far as you can see perhaps, and notice how quickly you can catch them, and then get out of sight of them. It doesn't seem to make much difference which way they are going either.

The designer of our tandem built two, and the first one—his own—built in the winter of 1902-3, is still running in the beautiful city of Buffalo, N. Y. He has run it, to my own knowledge, not less than ten thousand miles, and probably nearer twenty thousand. As far as we have been able to discover there are as yet no other tandems of this style (with lady in rear) in this part of the country except his and my own. G. H. Curtis advertised in 1905 that he would build them, but he certainly never catalogued them.

I hope to see many tandems running in a few years more, and I know that when the boys do once get to using them, the tandem will become a regular line for the manufacturers. To all who may be yet lucky enough to own one, let me say that the time of your life is then due.

NO "EXHIBITION" MOTORCYCLE RACES.

The Federation of American Motorcyclists, through the chairman of its competition committee, Roland Douglas, has very clearly expressed itself in the matter of so-called "exhibition races," such as the "contest" perpetrated at Kansas City at the close of the recent six-day bicycle racing.

On that occasion Jimmy Hunter, masquerading as Gus Lawson, was pitted against a Kansas City amateur, with the full knowledge of the manager of the races.

"There is no such race as an 'exhibition race,'" says Mr. Douglas. "In such events the results are fixed and prearranged, and are therefore dishonest. However lacking in wrongful intent the promoters and participants may be, the fact remains that such a race is a fraud on the public. The F. A. M. rules are particularly clear regarding prearranged events, and are as definite respecting the punishment to be meeted out to the principals in and the aiders and abettors of fixed races. As an 'exhibition race' is a fixed race, that form of sport must be stopped, and we mean that it shall be stopped, whether the men involved are amateur riders, professional pacemakers, or plain, ordinary fakers."

TIMELY
TOPICS

The Evolution of the American Motorcycle.

BY EARLE L. OVINGTON.

I HAVE said so much against the American motorcycle and so much in favor of foreign article that perhaps a few remarks favoring the American product will not be out of place.

Any one who has followed the evolution of the American motorcycle cannot but fail to acknowledge that American designs have made greater strides towards the attainment of perfection in their 1908 models than in any previous year. Up until 1907 the general run of American motorcycles were of a certain class far from that in which we find the latest designs. I do not mean to imply that there were not several well-designed machines in America previous to 1907, but I do state that the American motorcycle previous to that period left much to be desired. Hardly a rider of any experience but who could criticise his mount and point out many improvements which could be introduced to increase the efficiency of his machine. American designers and manufacturers sold their entire output, so why take the trouble to improve their machine? The result was that one or two manufacturers set the fashion and the rest of them followed like so many sheep. They did not have the courage or experience required to branch out in new lines and really improve upon their competitor's product.

Let us examine some of the latest developments in American motorcycles. In this article I have chosen three prominent machines to illustrate my remarks as representative of 1908 practice. Each of these three machines has practically the same prominent characteristics with the single exception of the transmission. All three models have the vertical engine, except that in the twin-cylinder model one cylinder must necessarily be inclined. All three have truss frames—that is, employ two horizontal bars. The tanks of all three machines are set between the two horizontal bars of the truss frame. Each of the motorcycles in question has efficient spring forks. Each machine has the space immediately over the rear wheel free so that a luggage carrier may be attached in order to carry necessary articles when touring. In each machine the engine is set well forward so that the center of gravity of the machine is not concentrated over the rear wheel, and the engine is in such a position that the cooling air strikes it in a proper manner.

The Excelsior differs materially from the machine ordinarily seen in America. In fact if you did not know this was an American machine a well-informed critic might think it was made on the other side of the water. I do not mean to detract anything from the credit due the designers of this motorcycle when I state that this machine has a decidedly foreign appearance. The engine is hung low, so as to bring the center of gravity as near the ground as possible. The frame itself is so low that the feet may be placed on the ground when sitting in the saddle. The handlebars are long and springy and those shocks not absorbed by the spring fork are taken up very largely by these unusually sensible handlebars. That long, substantial-looking lever is used to adjust the idler pulley as it acts against the belt and by means of this lever the belt may be slacked off so as to obtain a free engine. To be sure, the machine is not a light, dainty little affair, which may be carried with ease up and down a flight of stairs, but it is put together to stand the racket and give satisfaction to the user. With such a machine a person could start on a trip and be comfortable.

The Thor twin-cylinder has many points which place it in the foremost of American machines. The spring fork is unusually heavy and substantially made. Many American forks up until this year were spring forks in name only, but this is a decided improvement over its predecessor. The transmission is unique in that it is a combination of gear and chain. It has a pinion on the crank shaft of the motor that engages with an internal spur gear upon which is mounted a sprocket and from this sprocket there is a chain that runs to the rear wheel in the usual manner. A great feature in this design is that the gears run inside of the crank case of the engine, and are therefore proof against dust and moisture and are always properly lubricated.

It does my heart good to see that little magneto nestling just behind the engine. Contrast this efficient little affair with the usual unsightly ignition apparatus composed of dry batteries, induction coil, and ignition wire. And when it is considered that the little magneto requires practically no attention and gives from eight to twelve times the quantity of current delivered by a battery, it must be acknowledged that there is no comparison between the two.

The handlebars to this machine deserve attention since they are different from any handlebar ever seen on a machine in this country. The bars start from the head of the motorcycle and are perfectly straight and form a "T." I have had the pleasure of riding this machine and this form of handlebar is unusually efficient and comfortable.

The third sample of American motorcycle is known as the Light. Here again we come to an efficient spring fork and not an apology for one. In addition to this spring fork there are long rubber grips on the handlebars which tend to absorb any vibration not taken up by the fork itself.

The model shown in the illustration employs battery ignition, although the manufacturers will give you a magneto as an option. The method of attaching the batteries deserves particular attention. The three cells of battery, instead of being put in a special case, are laid on a board which is held in position in a recess in the gasoline tank suspended and braced between the two horizontal bars of the frame. In this construction the batteries are hidden entirely from view, may be examined or replaced at short notice, and it is not necessary to have a particular cell of dry battery. The only evidence of the ignition is in the induction coil just behind the motor and every one will acknowledge that so placed this apparatus does not detract materially from the appearance of the machine.

The transmission is practically the same as the case of the Thor motorcycle. In fact the motor itself is a Thor motor and is therefore made by the same concern. And while I am on this subject I should like to make a suggestion. Abroad the driving chain of bicycles has been covered with a chain case entirely enclosing the chain, and thus preventing dust and moisture from getting to it. It would be practically impossible to employ such a case on the ordinary chain driven American motorcycle owing to the fact that a counter shaft is used and two chains employed. With the type of construction employed in the Thor machine it seems that it should be an easy matter to put a chain case around a chain and not only protect it from dust and moisture but possibly run the chain in oil. If there is any construction where this could be done easily it is the present one, and I do not think it would be a difficult matter to rig a chain case up the machine as it is at present. Possibly the manufacturers of this machine have given this matter some attention as they are unusually progressive and up-to-date. One of the greatest disadvantages of a chain is the fact that it takes up a good deal of dirt and holds it, which results in a loss in efficiency and loss of life for the chain itself. By enclosing the chain in a dust-proof casing and possibly running it in oil, one of the greatest disadvantages of the chain would be overcome and the transmission of them very much simplified. Of course if a chain broke inside of a chain case, it would be liable to make quite a disturbance, but with the heavy roller chains employed and efficient tripping devices used, this should practically never count. Furthermore, celluloid cases could be used, and if broken, replaced at small expense.

I think that the American manufacturers in general deserve great credit for the wonderful strides they have made in the designs for their 1908 machines. Nearly every American manufacturer will give a magneto as an option, and almost every machine is fitted with an efficient spring fork. In several cases the spring fork is not as resilient as it might be, but it is a decided improvement over the one previously in vogue. The practice of trussing the frame—that is, using two horizontal bars—is almost universal, and is to be recommended, as this construction of frame is much stronger than the usual diamond shape. Too many American machines have broken on the upper horizontal bars, and it is a wonder that more serious accidents have not resulted. With the double bar construction the likelihood of a break occurring is greatly lessened. Taken all together, both from the standpoint of appearance and from the standpoint of the rider, the American motorcycle for 1908 is a very great step in advance over the 1906 and 1907 products. Too many American motorcycles previous to 1907 looked like bicycles with pieces of apparatus clamped all over the frames. The 1908 models look as if the designers started out in the first place to build a motorcycle and left all thoughts of a bicycle behind.

The new Torpedo motorcycle manufactured by the Hornecker Manufacturing Co., Geneso, Ill., is quite a remarkable machine and differs from others on the market. It has a decidedly foreign appearance, and in fact is fitted with a foreign engine. The engine supplied is the Antoine 4-horsepower and has mechanically operated inlet valves. The carburetor is a special Shebler made especially for this machine. The motor is hung low, being only five inches from the ground, and the machine is fitted with the new Torpedo spring fork. The drive is by means of a chain which runs directly from the motor to a compensating sprocket on the rear wheel. The wheels are 26-inch instead of the usual 28-inch wheel, which again conforms to the foreign practice.

Particular attention is called to the substantial method of holding the motor in the frame and the low position of the center of gravity of the machine. Like the other machines, the frame is trussed and the tanks are firmly placed between the two horizontal bars. The oiling is by means of a force feed oil pump placed in a vertical position at the side of the tank and so fixed that it can be easily reached while comfortably sitting in the saddle. Following the practice of foreign machines, the inlet valve is lifted by means of a Bowden wire operated from the handle bar. The Torpedo machine, as a whole, is a powerful roadster and is representative of the magnificent line of machines that the Hornecker Company have recently placed upon the market. In glancing over their catalog, I find machines ranging from their light roadster at $190 up to their 5-horsepower twin-cylinder model at $275. The Hornecker Company have been quick to realize the advantages of the side car, and they show two models in their catalog. One is a side car chair attachment to be used in connection with a motorcycle, and is an ordinary passenger vehicle, and the other is a combination motor delivery suitable for holding packages for delivery. It would pay all those who are interested in motorcycles to look over the very interesting catalog published by the Hornecker Motor Manufacturing Company.

THE DISTRIBUTION OF WEIGHT AND ITS EFFECT ON A MOTORCYCLE.

BY R. D. BUELL, A. I. T.

THE position of the rider on a motorcycle is one of the most important features of the machine's design, and one that is often neglected by designers. As the motorcycle is a development of the bicycle, it was natural that the first machines followed closely the lines of the foot propelled vehicles. The rider's position on a bicycle must be such that he can exert his weight upon the pedals with the least fatigue, consequently the pedals were placed almost directly under the saddle and the latter was adjusted in height so the rider could stretch his legs.

This is practically the position which was adopted upon the early motorcycles, the handlebars being shaped to enable the rider to sit erect. These machines were of light weight and low power, and were all right on dry roads, but as one rider rather aptly put it, "As soon as they smelled a wet spot they promptly laid down." This promptness in laying down was quite a disagreeable feature, as, being built so high, it was not often possible for the rider to get his feet on the ground in time to prevent himself from going down with the machine.

Manufacturers soon saw the shortcomings of these early efforts and began building machines with a lower center of gravity and longer wheel base. The lower saddle on these machines made the rider's position much more comfortable, as it approached more nearly a sitting posture. Seeing the advantages of a low saddle position, some, to get it still lower, placed it nearly over the rear wheel. This position was very comfortable on a stand, and when going straight away down a smoth boulevard, but as soon as the rider struck poor roads or tried to turn around he began to appreciate the disadvantages of the position.

In the first place, long handlebars were a necessity, and these made the machine very awkward to handle, especially in making turns on short radius. Handlebars should only be long enough to give the rider good leverage over the front wheel and to bring his arms into a comfortable position.

Another bad quality makes itself manifest when rough roads or street car crossings are encountered. The front wheel exhibits a tendency to jump around most disconcertingly, and if the rider is not careful on bad country roads he may find himelf in the ditch wondering how he got there, when really his front wheel was to blame. This is due to the fact that the weight the two wheels have to carry are not correctly distributed between them. Riders have probably noticed that they have to have their rear tires much harder than the front, and that on a hard bump the rear wheel will receive the greatest shock. A good way to test the good or bad riding qualities of a machine is to take a short ride on it when fitted with an ordinary bicycle saddle. A little test like this will soon demonstrate to one how much comfort lies in a good springy saddle, and just the proper amount of inflation for the tires.

Spring forks appear to increase the liveliness of the front wheel on a poorly balanced machine, and consequently have been depreciated by many, but if the weight of the machine and rider is correctly distributed between the wheels a good spring fork will add 100 per cent. to the riding quality. From a study of the machine abroad it can be seen that the distribution of weight between wheels is given careful consideration by foreign designers. In the majority of cases they have the engine placed well forward and the saddle low and about on a tangert drawn vertically through the front of the back wheel. The pedals are well forward and the rider has a comfortable position for all around riding

That correct distribution of weight is an important factor effecting the riding qualities of a machine has been proven by experiment. A machine that was hard to handle on country roads, due to the position of the rider being too far back, was equipped with sand bags attached to the head. It was found after trying different weights of sand that a load of about thirty pounds increased the ease of handling to such an extent that it seemed like a different machine. It was also noticed that when a load was placed on the luggage carrier over the rear wheel that the machine became much harder to handle. This goes to show that much can be gained by more careful consideration of the problem of balancing a motorcycle against road shocks and attention to the comfort of the rider.

Editor's Note.—This article will be concluded in the next issue.

THE RETORT UNANSWERABLE.

Miss Rice, daughter of the well-known chess expert, Isaac L. Rice, was one of the first American girls to own a motorcycle. The machine was not originally favored by Mr. Rice, and while negotiations were pending, he sent his daughter, who happened to be away f rom home, a clipping telling of a fatal motorcycle accident. By the next mail a letter came back with a clipping headed: "Man Dies in a Theatre." With it was the single query, "Do you intend to keep me from going to the theatre because a man once died there?" And then Mr. Rice gave up.

A MOTORCYCLIST'S EXPERIENCE.

I HAVE just read the last issue of your most valuable publication with great interest. I really do not think there is any thing that gives a person so much real, wholesome enjoyment as a spin through the country in the fresh morning air on a good motorcycle. I am an old rider, and it may be that some of my experiences will be of interest to your readers. I first became interested in motorcycling in 1903, and on inquiring around the Merkel, made in Milwaukee, Wis., was recommended strongly to be a good mount, so May 24, 1904, I purchased a Merkel and immediately became a thorough convert to motorcycling. I have ridden several makes and had much pleasure with all of them. I am the junior member of the firm of L. F. Miller & Son, Danville, Ill., car lot distributors of fruits and produce, and I take one of our routes, making in the neighborhood of 36 towns every week—towns lying around Danville, Ill., from 6 to 50 miles away. I have traveled up to the present time over 17,000 miles over this weekly route, and have had only, I think, three cases where I caused runaways, and in these cases I did all in my power to prevent, and was not blamed except in one instance, which I will here relate.

One hot summer day in 1905 I was clipping along at about 12 to 15 miles per hour when I noticed a wagon about a quarter of a mile ahead loaded high with shock oats. This particular road was not a very good one, there being high weeds on each side of the road, and I could not pass, so I promptly turned off the power about 100 yards behind and began to pedal. This lasted some two or three minutes when I noticed the wagon began to move a little faster and still a little faster, and very soon it developed that the team was running away. In a short distance they came to a cross road and turned at right angle and pitched the gentleman driving the team, together with all the oats, over the short hedge fence, the team continuing for some 100 yards, when the tongue came down sticking in the earth, bringing the hay rack over the mules' backs.

I now noticed they were mules. The gentleman farmer jumped up quickly, thinking I would possibly run away and asked me to wait. I promptly, of course, complied with his request. He was "warm," but I remained cool during his recitation, saying I would have to pay the damages. We went to see what they would be, and found nothing was broken except the coupling pole, for which he wanted more than twice what the pole would be worth new. I told him I would hold one mule while he took the other and rode home for another pole —a little stratagem—and it worked very nicely indeed. Away he went with his wide brimmed hat waving in the breezes, down over a little hill, and I promptly tied the other mule to a post, leaving also ample pay for the pole, and went.

I have often wondered what he thought when he came back. I consider I acted honorably in the deal, for by rights I was not in the least at fault.

On another occasion I was coming from a town about 18 miles out of Danville after night, with no headlight—a very foolish thing to do. I passed a herd of cows at the side of the road and went by all safely but the last one, which ran across the road in front of me. I was going about 15 miles an hour. I went over her back like a frog would jump, and the machine knocked her highness to her knees, but she recovered, and I was not seriously hurt, being able to ride into Danville. On another occasion I hit a mule south of Hillsdale, Ind., after dark, riding without a mule. The mule was hitched to a single buggy, and I broke the right hand shaft of the buggy square, as if it had been done with an axe, and bent the front running gear of the buggy. I slid down the road some thirty feet or more and was not hurt, but this time I bent my front forks and cut the front tire, but I rode on into the next town and there had the forks straightened for 75 cents and temporarily put in an old single tube bike tire on the inside of my Dunlop 2-inch outer case, and went ahead O. K.

I could relate many such cases like all the rest of the riders all over the country.

After the Merkel I purchased a Marsh, then a Mitchell, then a two-cyclinder Curtiss, then a four-cylinder F. N. and last a 6-horsepower N. S. U. (German), with free engine and two-speed gear, and I want to say right here that I have found that a motorcycle driven properly and having proper care is the cheapest transportation known to man. A motorcycle saves a man time, money and health, giving him plenty of good fresh air that our God intended we should breath abundantly. Motorcycling, when the machine is properly ridden, is one of the cleanest sports both mentally and physically in which a man can indulge. May every man in this grand country of ours take to motoring.

Most respectfully,
Herbert Lane Miller,
F. A. M. No. 1126.

WHY THE MOTORCYCLE?

"It is not hard to understand the rapidly growing popularity of the motorcycle," said an Eastern manufacturer of them recently. "It is only within the last two or three years that they have been taken seriously, or, in other words, that the motorcycle has been fairly judged upon its own merits. At first it was considered as a mechanical novelty, and the problem merely that of attaching a motor to a bicycle. On the other hand, it seemed to many observers to be only a cheap substitute for a motor car. 'A poor man's automobile' was a flippant definition of the new machine, which was as unfair as it was misleading.

"The fact is, many owners of high grade cars have taken a deep interest in the development of the motorcycle, and have found that keen enjoyment in using it that comes to every man with good red blood who gives the motorcycle a chance to show its paces.

"And so from being considered a hybrid the motorcycle has rounded into a form and class that it is all its own. It really was a thoroughbred from the beginning, although a good many people closed their eyes to the truth. Now that it has been brought to a high degree of perfection, through the efforts of the best designers in the world, the American buyer has suddenly awakened to the witchery of the motorcycle.

"Of its future there can be no question. For every possible owner of an automobile in this country there are one thousand who can afford to buy a motorcycle, and who are honestly open to conviction on the subject. If only a small percentage really purchase machines, America will quickly lead the world in ownership of the swift and handy 'little fellow.'"

NEW POWER RATING FOR MOTORCYCLES.

The action of a prominent manufacturer of motorcycles in abandoning the use of horsepower rating, may have a far-reaching effect, not only in the motorcycle field, but in all other directions in which the internal combustion engine plays a part. The new system to be used is based upon piston displacement, and many good arguments may be adduced to its adoption. "Horsepower" is rather an elastic proposition, and often becomes a misleading one. Piston displacement, however, is a definite affair, easily figured, and can always be demonstrated to the complete satisfaction of the purchaser, even though he hails from the back range of the Ozark mountains. The most important feature of the new system, however, is that if its use becomes universal, individual excellence of construction will be easily appreciated. If a marked difference is shown in the performance of two motorcycles, whose piston displacement is identical, it will not be hard to furnish the answer.

WHO BUYS THE MOTORCYCLES?

One of the stock questions which motorcycle manufacturers are growing tired of hearing is, "Who buys them?" A Western manufacturer, who has never been able to answer this question to his own satisfaction, has lately noticed that for the past month or two, the majority of his letters of inquiry have been coming from doctors. His first impression was that a mistake had been made in the office records and a recount was made, only to prove that the medical profession more than any other calling is just now leading in the interest shown the new mode of transportation. It must be acknowledged that a motorcycle is an ideal vehicle for a doctor, as it is quick, reliable, and offers the physical stimulant so much needed by brain workers.

New York Motorcycle Club Road Contests for 1908.

The road officers of the New York Motorcycle Club for this year will endeavor to introduce to the ever-increasing body of motorcyclists something new and interesting, such as century, reliability runs and hill climbs. The initial contest for the coming season will be a single and double century. Motorcyclists have long been a good-natured joke with the old guard of the Push Bike Brigade, who thought nothing of riding a century every Sunday. Therefor the double century should appeal to the majority of motorcyclists and should prove to be a very easy task, as the motorcycle of to-day has reached such a perfect state of reliability that the novice may ride hundreds of miles without an adjustment to his mount. The route for the Annual Spring Century will be over the Patchogue and Southhampton course. For those who have entered for the single century the course will start at Bedford Rest and proceed over the Merrich road to Patchogue, where after filling both tanks and stomachs, return over the same course to Bedford Rest.

As the double century will require a longer schedule, it will therefor start two hours earlier and follow the same course to Patchogue and continue through to Southampton and return to Bedford Rest.

Riders who finish either run on schedule time will receive a souvenir of the occasion.

Entree fees will be $1 for the double entree. Blanks with particulars can be had at all motorcycle dealers and repair shops.

Make date of run Sunday, May 10th.

Give an inviting description of the roads and scenery along the course.

Give reason for running single century also.

Mention the chance riders have of a good try-out of their new machines.

The American motorcyclist is to be treated to a contest the coming season, which will surpass all endurance runs previously held in the United States, while the New York Motorcycle Club, who are to run the event have not given out any particulars, the following is an outline of the first 24-hour reliability run held this side of the Atlantic. These long runs have proved to be very popular in England and the Continent, and the club officials see no reason why, with the remarkable perfection of American-built machines, prove as popular on this side.

The course over which the 24-hour run will take place will have to receive serious consideration owing to the fact that the riders will have to ride all night. During the hours of darkness the schedule will be five miles slower than the day schedule.

Already the idea has met with enthusiasm, as three handsome cups have been put up and as many more to follow.

The amateur will have as much of a chance as the trade rider, as there will be two classes, amateur and trade rider.

Also two classes, single and multi-cylinder, and, perhaps, a passenger class.

The last stage of the journey will be an economy test.

Two different routes are receiving consideration.

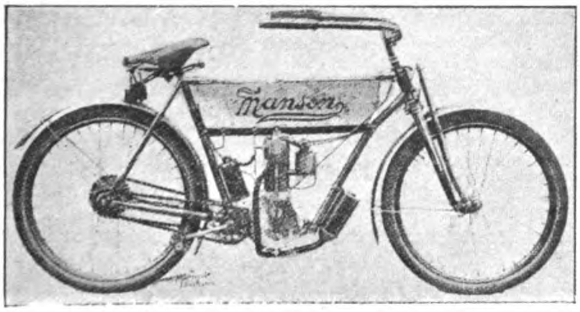
The event to start Decoration Day, which falls on Saturday, May 30th, and finishes Sunday, May 31st.

A Full Description of the 1908 Motorcycles in Use in America.

Now that spring is, you might say, here, many embryonic motorcyclists are waking up and looking around for a machine. Old veterans at the game too, who intended to stick to their last year's machine for another season, are succumbing to the subtile influence of the greatly improved 1908 models, and trying to find out to which one they will pin their faith and risk their happiness for another season. As the American market has been enlarged very materially during the past year it is quite difficult for the novice and rather confusing even to the "old timer" to decide on a machine. They all have certain points shared by no other motorcycle and each manufacturer claims that their product is the best. Therefore to aid intending purchasers, the Motorcycle Illustrated has decided to print a short description giving the principal specifications of the machines on the American market.

The order in which the machines are pictured or described has absolutely no reference to their merits or worth, and people desiring more information than is found in the following should communicate with the makers.

The Manson Motorcycles.



THE MANSON MOTORCYCLE 3 H.P.; PRICE, $225.

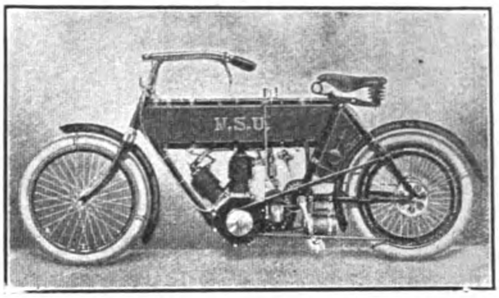
The Manson Motorcycle, made by the Fowler-Manson-Sherman Cycle Mfg. Co., of Chicago, is a Thor part machine and is made in three models, viz.: 3-horsepower single cyclinder; 5-horsepower twin,and 2¼-horsepower. The frame of the 3-horsepower model is of Shelby tubing with special reinforcing and a straight-sided fork with shock-absorbing attachment is employed. The wheelbase is 51 inches and the tires 28x2¼ G & J or Dunlop. The engine equipment is the well-known Thor with internal gear drive and is full 3-horsepower. The tank on the Manson is quite neat, for it holds six quarts of gasolene, three and a half pints of oil and three No. 6 dry cells and is only three and a half inches wide. Oiling is by force-pump conveniently located, and the new Pfanstiel coil furnishes the spark. Spark plug, saddle, tools, pedals, finish, etc., are of the best. The weight is about 130 pounds and a speed of 55 miles an hour is given as maximum. The price complete with any color enamel is $225. Magneto is an extra, and lists for $40.

The specifications of the 3-horsepower twin are the same as that of the 3-horsepower single, with the exception that a two-cylinder Thor motor of 2¾-inch base and 3¼-inch stroke is used.

The third model with 2¼-horsepower motor is similar to the last year's machine, with a few minor improvements which tend toward perfection.

The twin sells for $275.00 and the small 2¼ machine lists at $185.00.

N. S. U. Motorcycles.



N. S. U. TWIN CYLINDER.

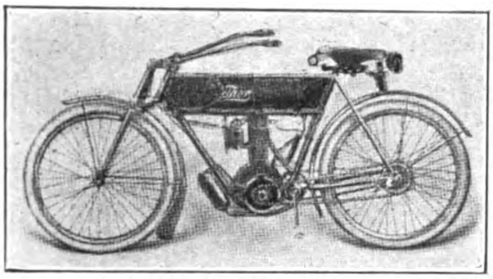
The N. S. U. Motor Co., 206 W. 76th St., New York City, lists several different models ranging from an 80-pound 1¼-horsepower lightweight to a 6-horsepower twin cylinder forecar with two speed gear, clutch, fan, magneto and other "car-like" attachments. Five different single cylinder models are made and three twin cylinder ones. The specifications of the single cylinder models, except the lightweight, are: 20-inch frame, 24-inch or 26-inch wheels; wheelbase about 53 to 54 inches; girder forgs, 2 brakes, exhaust lift by Bowden wire from handlebar, switch handle, extra wide mudguards; accumulator ignition, tool case and full set of tools. The 2½-horsepower motorcycle is fitted with 2-inch, and the 3 to 3¾-horsepower with 2¼-inch Peter Union or Continental tires; ¾-inch V belt for 2½ to 3½-horsepower machines, and 1-inch V belt for 3¾-horsepower machines. The cylinder dimentions of the various motors and type of the machines are: 2½-horsepower, engine 70x75 m/m., 140 pounds; 3-horsepower, engine 75x75 m/m., 150 pounds, 3½-horsepower, engine 80x80 m/m., 160 pounds; 3¾-horsepower, engine 82x86 m/m., 170 pounds.

Magneto ignition, spring forks, extra strong tires, N. S. U. two-speed gear and free engine clutch, 1-inch V belt instead of ¾-inch for 3½-horsepower machine are extras.

The 75-pound lightweight specifications are: 1¼-horsepower N. S. U. engine, cylinder 62x70 mm., magneto ignition, Simms Bosch, 23-inch frame, 26-inch wheels, 1¾-inch Peter Union or Continental tires, band brake and back pedalling brake to rear wheel, spray carburetter, with gas and air regulation, round leather belt and jockey pulley, wide mudguards, metal tool case and tools; petrol capacity, 1 gallon; speed from 5 to 30 miles per hour.

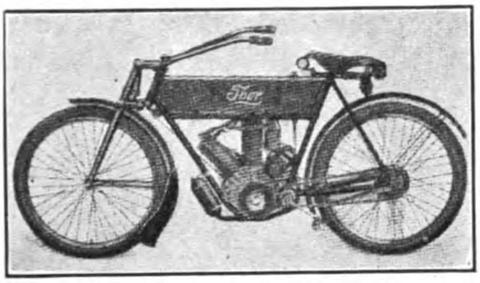
The cylinder dimensions and weight of the three models of twin cylinder machines are: 4-horsepower, each cylinder 64x85 m/m., 170 pounds; 5½-horsepower, each cylinder 75x75 m/m., 180 pounds; 6-horsepower, each cylinder 75x90 m/m., 185 pounds. The specifications are: 20-inch frame, 26-inch wheels, girder forks, 2 brakes, exhaust lift by Bowden wire from handlebar, 1-inch V belt of 28 degrees, wheelbase 56 to 59 inches. Peter Union or Continental tires (2¼-inch for 4-horsepower, 2½-inch for 5½ and 6-horsepower), accumulator ignition or magneto ignition systems Simms-Bosch are extra.

Thor Motorcycles.



THOR MOTORCYCLE, SINGLE.

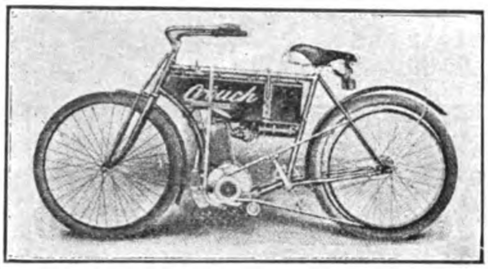
Aurora Auto Machine Company, Aurora, Ill.—The name Thor on a motor has for years stood for the best in motor construction, but the season of 1908 marks the first entry of the Aurora Company into the motorcycle trade as a manufacture of complete motorcycles for sale direct to the consumer. The Thor motorcycle is marekted in three models. Two single cylinder machine of 2¼ and 3-horsepower and a 5-horsepower double. As in the past the 2¼-horsepower machine will have the motor set as part of the frame, but the larger single and twin bear no resemblance to their predecessors. The motor in the latter-named machines is placed verticle in a 21-inch frame and as internal gear drive is employed no countershaft is necessary and the machine is very quiet. Although the single cylinder 2¾v2½ motor is rated at three horsepower, it develops more, and with the improved carburetter and gear-drive is as effective as most motors of greater cylinder dimensions. The tank, which holds the batteries, 1½ gallons of gasolene, and the oil, is made of heavy re-enforced copper and is carried between the top bar and the extra bar parallel to it. Oiling is by force pump and slightly over one quart is carried. Feeling the need of a really efficient spring fork for heavy motorcycles the Aurora firm designed a cushion fork which works on a pneumatic principal with a spring attachment. Of course all machines have double grip control.



THOR TWIN CYLINDER.

For those who want a more powerful mount the 5-horsepower twin will appeal. The general specifications are the same as the 3-horsepower single.

Crouch Motorcycles.

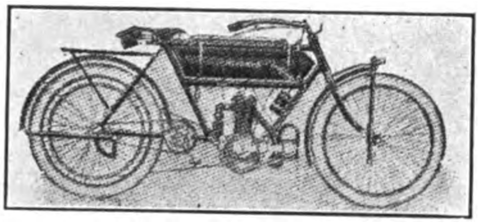


CROUCH MODEL A, 1908, 3 H.P.; COST, $175.

Crouch Motorcycles—Made by the Crouch Motor Co., Stoneham, Mass. The Crouch machine has earned a good reputation for itself by its performances in the past year.

The specifications are: Crouch Model A 1908 motorcycle: Weight, 140 pounds; frame height, 21 inches; 3-horsepower Crouch motor 3 3/32-inch bore and stroke, placed forward; Crouch or Schebler carburetter; throttle control; ignition, coil and batteries; fuel capacity, 100 miles; oil capacity, 100 miles; wheel base, 53 inches; price, $175. Flat belt drive with idler.

Minerva Motorcycles.



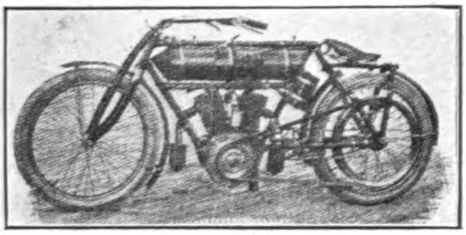
MINERVA MODEL B MOTORCYCLE, 3½ H.P.; COST, $240.

Minerva Motorcycles—Imported by George V. Lyons Motor Co., Broadway and 87th St., New York City. The well-known Belgian firm are ably represented in America by the above firm. Their product is very well known abroad and their line embraces machines of every description, as the following will show:

Minerva Model A motorcycle: Weight, 125 pounds;, 23 inches high; girder front fork and triple head, cushion forks optional; Lycett saddle; 2¾-horsepower Minerva motor, bore 3 and stroke 3; motor placed vertically; control by grip; battery equipment, 2 accumulators; 2 sets of brakes; fuel tank, 2¼ gallons; oil tank, 3 quarts; 54-inch wheel base; wheels, 26-inch, with 2¼-inch Continental tires; price, $210. Distinctive features: mechanically operated valves, Eisemann high tension magneto used in connection with Minerva patent drive, $30 extra. Equipment: detachable foot rests, luggage carrier and full tool set with box.

Minerva Model B 3½-horsepower motorcycle: Complete weight, 135 pounds; 23-inch high frame; cushion front forks optional· Lycett saddle bore, 3 7-25; stroke, 3 7-25; Minerva motor, placed vertically; grip control; two brakes; general specifications same as Model A; price, $240.

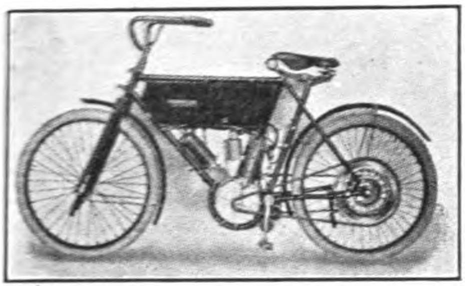
Minerva Model C motorcycle: Minerva twin engine. 4½-horsepower, 2¾x3; complete weight, 160 pounds; seamless steel tubing frame, 23 inches high; cushion front forks optional; grip control; two brakes; general specifications same as Model A. Price, $275.



MINERVA ARDENNES RACER, TWIN CYLINDER, 8 H.P.; COST, $350.

Minerva Ardennes Racer: Weight complete, 190 pounds; 8-horsepower, Minerva twin motor, cylinder 3 1-5x3 3-5, at 45 degrees angle; grip control; gasolene; gasolene capacity, 4 gallons; oil, 2 quarts; 23-inch seamless tubing frame; girder forks; 56-inch wheel base; 26-inch wheels, with 2½-inch Continental tires; V leather belt drive; ground clearance, 4½ inches; speed, 10 to 70 miles an hour; equipment, detachable foot rests, luggage carrier and stand. Price, $350.

Torpedo Motorcycles.



TORPEDO MOTORCYCLE, MODEL B, 2¼ H.P.; COST, $190.

Torpedo Motorcycles—Made by the Hornecker Motor Mfg. Co., Whiting, Ind. The Torpedo is particularly well known in the west, its fame and good name having been gained through hard-won victories in every field of motorcycle endeavor. The specifications of the Torpedo 1908 line are:

Torpedo Model B, motorcycle: 2¼-horsepower; weight, 125 pounds; double top bar; Torpedo patent spring fork; bore, 2 19-32 inches, stroke 3¼ inches; double grip control; transmission, double chain drive on compensating sprockets; ⅝ inch pitch chain; Torpedo tank, containing 5 quarts gasolene, 1 quart oil; wheel base 50 inches tires, 26x2¼ clincher; finish, light red. Price, $190.

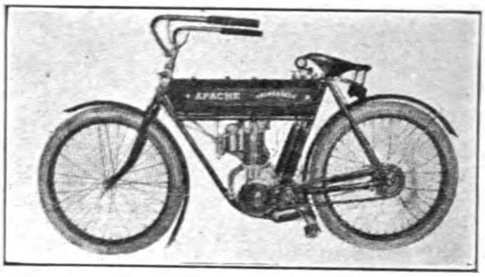
Torpedo Model C, 3-horse-power motorcycle: Weight, 125 pounds; bore, 2¾ inches; stroke, 3¼ inches; Torpedo low loop frame, height, 20 inches; Torpedo spring forks; double grip control; direct chain drive; ⅝-inch pitch chain; Torpedo tank, containing gasolene, lubricating oil, battery and coil; 51-inch wheel base; 26x2¼-inch G & J tires; finish, light red or royal blue. Price, $225.

A twin cylinder 5-horsepower Thor motor is placed in a frame similar to that of Model C and sells for $275.

Torpedo Model D motorcycle: 4-horsepower Antoine motor; bore, 3⅜; stroke, 3¼; motor hung low, 5 inches from the ground; Torpedo spring forks; exhaust lifter and throttle from handlebar; direct chain drive on compensating sprocket, ⅝-inch pitch chain; Torpedo 3 in 1 tank, holds 1½ gallons gasolene, 1 quart oil, 3 standard size batteries; 51-inch wheel base; 26x2¼-inch Dunlop tires; complete weight, 150 pounds. A powerful imported motor. Price, $225.

Torpedo Model E motorcycle: Thor 3-horsepower motor; frame, 18 gage tubing, loop 3 inches from ground; 3 plate solid fork; single grip control; 44-inch wheel base, 26x1¾-inch tires; complete weight, 110 pounds. Other specifications same as Model C. Price, $225.

Apache Motorcycles.



APACHE, 3 H.P.; COST, $225.

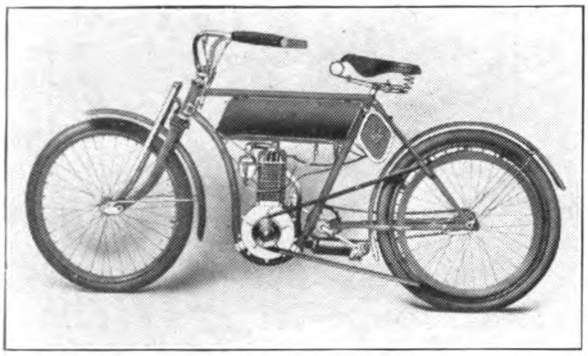
Apache Motorcycles—Made by Brown & Beck, Denver, Colo. A western machine with a western name is the Apache, and any western rider can tell of the triumphs of the Apache whose specifications follow:

Apache 3-horsepower motorcycle: Thor motor; Apache style frame; Thor spring forks furnished at extra cost; automatic force feed lubrication; 2½-inch G & J tires and rims; 52-inch wheel base; 2 gallons gasolene, ½-gallon lubricating oil in single tank; ignition, jump spark from three dry cells; double grip control; internal gear transmision. Price, $225.

Thiem Motorcycles.

Thiem Motorcycles—Made by the Thiem Mfg. Co., Minneapolis, Minn. The name Thiem has for years been connected with high-grade motors; but the present year shows the first motorcycle under the name of Thiem. Briefly, the specifications are:

Thiem Model A motorcycle: Complete weight, 134 pounds; 20-inch frame; Thiem 2¾-horsepower motor, situated vertically in a low position in the frame loop; 2¾ bore, 3-inch stroke; Schebler carburetter; spark and throttle control; battery equipment, three No. 6 cells; fuel tank capacity, 1 gallons; oil tank, 1 quart; wheel base, 52 inches; 28-inch wheels with 2¼-inch tires. Equipment: Tool bag and tools, pump and repair kit. Price, $175.

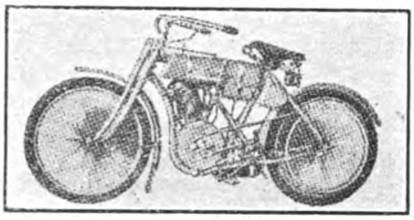


THEIM MOTORCYCLE, MODEL A, 2¾ H. P.; COST $175.

Thiem Model B motorcycle: Weight, complete, 140 pounds; 20-inch frame; Sager cushion front fork; 3-horsepower Thiem motor, vertical in low loop of frame; double grip control; bore, 2¾, stroke, 3¼; ignition by three No. 6 dry cells or magneto extra; fuel tank, 1½ gallons; oil tank, ½-gallon; 54-inch wheel base; 28x2¼-inch tires. Price, $200.

Harley Davidson Motorcycles.

Harley Davidson Motorcycles—Made by Harley Davidson Motor Co., Milwaukee, Wis. The many victories during the past have made the H.-D. machine very well known. The models this year are almost identical with the successful 1907 machine. Specifications are:

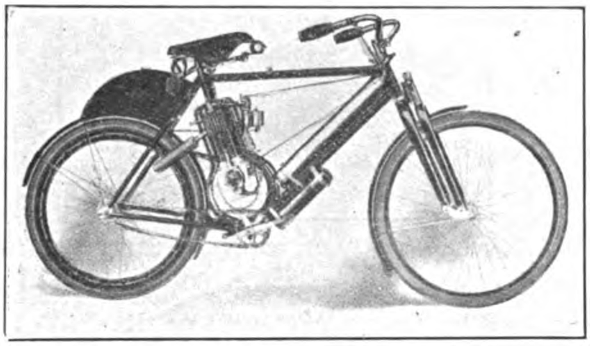


HARLEY DAVIDSON MODEL M MOTORCYCLE; PRICE, $210.

Harley Davidson Model M single-cylinder motorcycle: Price, $210; weight, 148 pounds; 20-inch frame; Sager special cushion front fork; motor, 3¼-horsepower, 3⅛-inch bore and 3½-inch stroke, placed in loop of frame; grip control; battery equipment, three No. 6 dry cells; 1¾-gallon fuel tank and 1-quart oil tank; wheel base, 54 inches; tires, 28x1½ inches front and rear; belt drive. Special features: Extra wide mud guards of special design, large muffler with cut-out, low frame.

Harley Davidson two-cylinder motorcycle: Price, $275; weight, 174 pounds; 6-horsepower motor; 3⅛-inch bore and 3½-inch stroke; 2½-gallon gasolene tank; 2-quart oil tank; wheel base, 57 inches; cylinders on 44-degree angle. Special features: 2-post handlebar, two separate coils, extra large fuel tanks. Equipment: Leather tool case and full set of tools, magneto equipment optional; other specifications same as for Model M.

Royal Motorcycles.

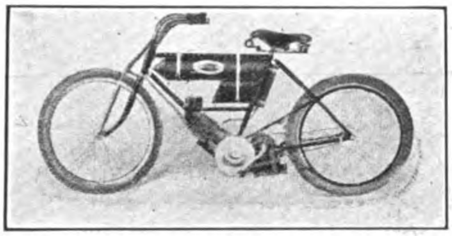


ROYAL MOTORCYCLE.

Royal Motorcycle—Made by the Royal Motor Works, Worcester, Mass. Years ago the first Royal appeared, and it is still running. Therefore when the Royal appeared at the New York Show the motorcycle public took notice. The specifications of this machine are:

Royal Model B Motorcycle: Price, $200; weight, 135 pounds; V-belt drive; height of frame, 23 inches; double straight front cushion fork; 2¾-horsepower, 2¾-inch bore by 3¼-inch stroke, single cylinder motor, placed in inclined position in frame; double grip control; 6-quart gasolene and 200-mile oil tank; 52½-inch wheel base; 28x2¼-inch double clincher front and rear tires.

Auto-Bi Motorcycles.



AUTO-BI MODEL 46; COST $185.

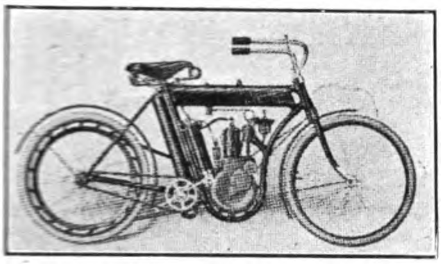
Auto-Bi Motorcycles—Made by the Auto-Bi Co., 1453 Niagara St., Buffalo, N. Y. One of the first, the Auto-Bi machines have continued to make good and for the present year the following models are offered:

Auto-Bi Model 47: Price, $210; weight, 140 pounds; frame, 21 inches high; Auto-Bi patent spring truss front fork is fitted; 3-horsepower motor, 3¼-inch bore and stroke; motor is incorporated as part of lower frame tube; float feed carburetter; Auto-Bi single grip control; 6-quart fuel tank; 1-quart oil tank; finished in black, Auto-Bi red or silver gray; wheel base, 54 inches; tires, 28x 2½ inches front and rear; Auto-Bi patent chain and leather belt transmission.

Auto-Bi Model 46: Price, $186; weight, 120 pounds; tires, 28x2 inches front and rear. All

Other specifications are the same for Model 47. Tandem attachment furnished to order.

Armac Motorcycles.



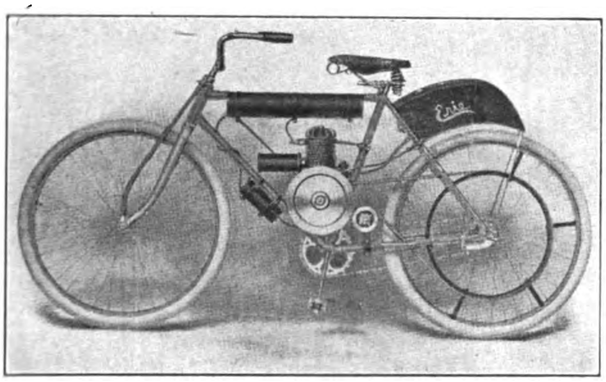
ARMAC MODEL A MOTORCYCLE; PRICE, $200.

Armac Motorcycles—Made by the Armac Motor Co., 472-478 Carroll Ave., Chicago, Ill.

Armac Model A motorcycle: Price, $200; weight, 140 pounds; frame height, 21 inches; Sager's cushion front fork; 3-horsepower motor; 3-inch bore by 3¼-inch stroke, placed straight on frame; Armac carburetter; control by patented flexible shaft grip; dry cells used for ignition; fuel tank capacity, seven quarts; oil tank capacity, one quart; wheel base, 53 inches; tires, 28x2¼ inches front and rear. Distinctive features: Gasolene tank and oil reservoir are part of frame construction; V-belt, patented pulley rim, fork crown double steering post; 26x2¼-inch tires are furnished on option; the standard colors are black and dark blue; any other color can be supplied.

The above are the specifications of the machine that the large Chicago factory is devoting its energies to producing. It has been before the public for several years and is well known.

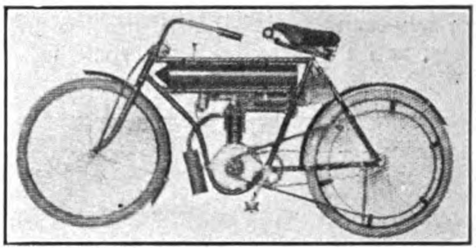
Erie Motorcycles.



ERIE MOTORCYCLE, 2½ H.P.; PRICE $150.

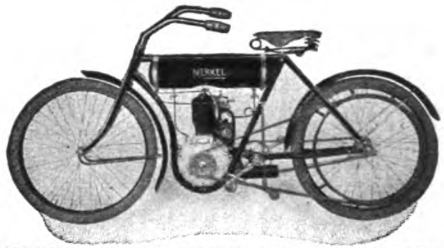
1908 Erie Motorcycle—Made by the Motorcycle Equipment & Supply Co., Hammondsport, N. Y. The Erie is an eastern production and quite well known there. The present season will see its domain greatly enlarged. The specifications are:

Erie 1908 motorcycle: Price, $175; weight, 118 pounds; 22-inch frame; 3-horsepower Erie motor, placed upright in frame; Curtiss float feed carburetter; grip control; Morrow coaster brakes; dry cells; 100-mile oil tank capacity; wheel base, 55 inches; G & J clincher tires; luggage carrier and stand over rear wheel, $3.50 extra; side car, $38 extra; cushion, front fork, $3.50 extra.



ERIE 1908 MOTORCYCLE; COST $175.

Merkel Motorcycles.

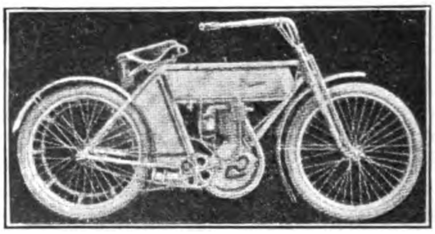


MERKEL MOTORCYCLE, 3 H.P.; PRICE $210.

1908 Merkel Motorcycle—Made by the Merkel Motor Co., 1098 26th Ave., Milwaukee, Wis. The feature of special merit in the past has been the spring frame, but with the season of 1908 the ball-bearing motor claims precedence, and with good reason, as it is a very fine piece of work. Otherwise the machine is about the same as the last year's model, and the specifications are:

Merkel Motorcycle: Price $210; weight, 140 pounds; 20-inch frame; 3-horsepower motor; 3⅛-inch bore and stroke, set vertical; double grip control; three standard No. 6 dry cells; 1½-gallon gasolene tank, and 3-pint oil tank; wheel base, 53 inches; tires, 28 by 2¼-inch front and rear; high tension magneto at $40 extra; drive by 1½-inch flat 2-ply belt.

Excelsior Motorcycles.

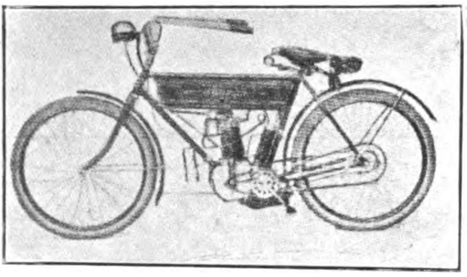


EXCELSIOR MODEL A MOTORCYCLE, 3¼ H. P.; COST, $225.

Excelsior Motorcycles—Made by the Excelsior Supply Co., Chicago, Ill. The Excelsior is a newcomer, but as it has been "in the making" for several years and has been given two years of hard usage it will certainly meet with well-deserved favor. Briefly it is:

Excelsior Model A motorcycle: Excelsior 3¼-horsepower motor, 3¼x3½; 21 inches high; Excelsior forks; motor, vertical, hung low and forward; special carburetter; fuel tank, 2 gallons; oil capacity, sufficient for 600 miles; wheel base, 56 inches; tires, 28x2½; complete weight, 160 pounds. Flexible engine; special transmisison by 1½-inch belt; accessibility of parts, and low centre of gravity are points of special merit.

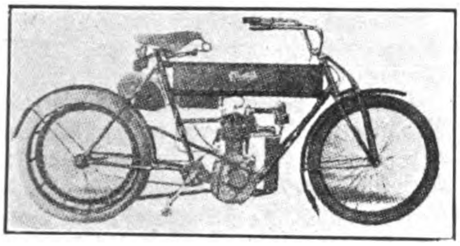
Triumph Motorcycles.



TRIUMPH MODEL B MOTORCYCLE, 2¼ H.P.; PRICE, $185.

Triumph Model B motorcycle: Thor 2¼-horsepower motor, 2⅝x3¼, placed in a vertical position and low in the frame, 20 inches high; controlled by throttle and spark and valve lift from grips; solid forks; battery equipment, 3 cells; fuel tank, 5 quarts gasolene, 1 quart oil; 53-inch wheel base; tires, 2¼ inches; complete weight, 140 pounds. Price, $185.

Curtiss Motorcycles.

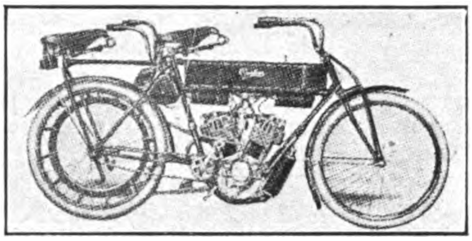


CURTISS SINGLE CYLINDER MOTORCYCLE; PRICE, $200.

Curtiss Motorcycles—Made by G. H. Curtiss Mfg. Co., Hammondsport, N. Y. The 1908 Curtiss line remains practically the same as last year's product as a glance at the following will show:

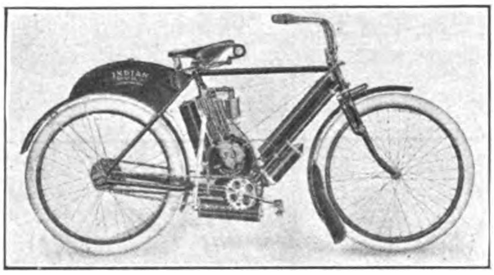
Curtiss single-cylinder 3-horsepower motorcycle: Price, $200; weight, 125 pounds; 20-inch frame; cushion front fork, $5 extra; cylinder, 3¼-inch bore and stroke, placed vertically; Curtiss carburetter; double grip control; battery equipment, three standard dry cells; 2-gallon gasolene tank; 2-quart oil tank; wheel base, 58-inch gasolene tank; 2-quart oil tank; wheel base, 58 inches; 2¼-inch tires, front and rear; patented 28 degree belt; glass oil gage incased; magneto ignition at $40 extra; roller bearing engine throughout.

The speedy twin is as follows: 6-horsepower; weight, 150 pounds; price, $275; frame height, 20 inches; cushion front fork, $5 extra; bore and stroke, 3¼-inch; cylinders placed at 50 degree angle; double grip control; Curtiss carburetter; three Standard dry cells, battery equipment; wheel base, 58 inches; 2½-inch tires front and rear; roller-bearing engine throughout; patented 28-gree mineral tanned belt; glass oil gage incased; magneto ignition at $40 extra; equipment includes No. 3 Standard rubber pedals; imported Harburg tires.



CURTISS TWIN CYLINDER MOTORCYCLE AND TANDEM ATTACHMENT. WITHOUT ATTACHMENT, $290.

Indian Motorcycles.

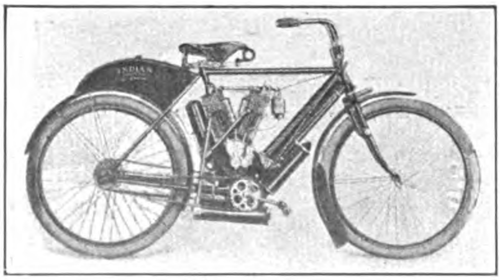


INDIAN, 2¾ H. P.; COST $200.

Indian Motorcycles—Manufactured by the Hendee Mfg. Co., Springfield, Mass. The Indian really needs no introduction as it is one of the pioneer machines in America. Specifications are:

Indian, 2¾-horsepower motorcycle: Weight, 125 lbs.; frame height, 22 inches; Indian cushion front fork; Brooks saddle, Hedstrom motor, 2¾x3¼-inch, 2¾-horsepower; motor clamped by seat mast; double grip control; fuel tank capacity, 5 quarts; oil tank, 1 quart; wheel base, 51 inches; tires, front and rear, 28x2¼-inch G & J; mechanically operated inlet valve, oil gage at base of motor. Price, $200.

The name Indian also graces a larger single cylinder motor whose specifications follow: The Indian 3½-horsepower motorcycle; weight complete, 130 lbs.; cushion front forks;; Hedstrom 3½-horsepower, 3¼x3¼-inch motor; double grip control; fuel tank capacity, 5 quarts; oil tank, 1 quart; 51-inch wheel base; tires, front and rear, 28x2¼-inch G & J; mechanically-operated inlet valve; oil gage at base of motor. Price, $225.



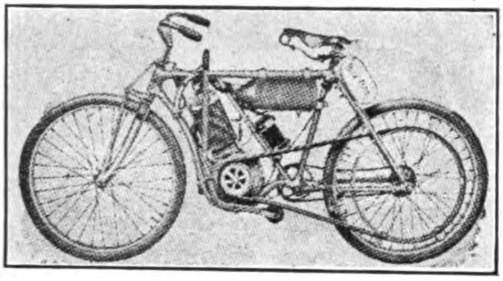
INDIAN TWIN CYLINDER, 5 H.P.; COST $250.

Last year's double cylinder was rated at 4-horsepower, but this year the cylinder dimensions have been increased and the rated horsepower is now 5.

Indian 5-horsepower twin-cylinder motorcycle: Weight complete, 135 lbs.; Indian cushion fork; motor, 2¾x3¼-inch; cylinders set at 45 degrees; clamped by seat mast; Hedstrom carburetor; double grip control; tank, 5 quarts; oil tank, 1 quart; 51-inch wheel base; tires, 28x2¼-inch G & J; mechanically operated inlet valve, oil gage at base of motor. Price, $250. Magneto ignition, $40 extra on any of the above models.

The before mentioned models are the ones that will mostly appeal to the touring class of motorcyclists, but in addition to these a 4-horsepower single and a 7-horsepower double are listed for those who desire faster mounts. The general specifications of these machines are the same as the ones before mentioned, the size of the motor only being different. The bore and stroke of the single is 3¼x 3 7-16 inch. and the rated horsepower is 4. The twin 7-horsepower motor is 3¼x3 7-16 each cylinder.

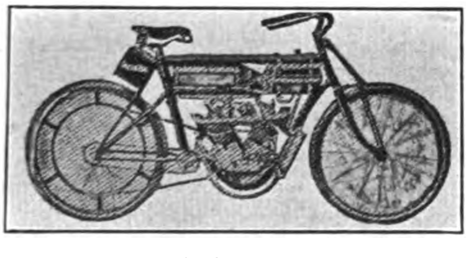
Geer Motorcycles.



GEER MOTORCYCLE, 2½ H.P.; PRICE, $150.

Geer Motorcycles—Made by the Harry R. Geer Co., 856 McLaren Ave., St. Louis, Mo. These machines have been on the market for years and consequently are well known. The specifications of the various models are:

Geer Model 4 single-cylinder motorcycle: Price, $160; weight, 125 lbs.; 22-inch frame height; 2½-horsepower motor, 3-inch bore and stroke; Schebler carburetor; lever control; 2-gallon fuel tank and 1 quart oil tank; wheel base.

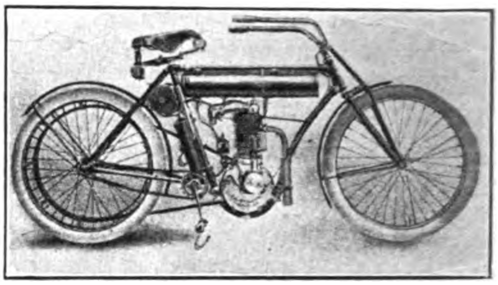


GEER GREEN EGG TWIN CYLINDER, 4 H.P.; PRICE, $225.

Geer "Green Egg" double-cylinder: 5-horsepower motor, 3-inch bore and stroke; weight, 155 lbs.; grip control, battery or magneto ignition; 1½-quart oil tank; 1½-gallon gasoline tank; 56-inch wheel base; V-belt; truss fork enameled green; price, $225; other specifications same as for the single-cylinder Model 4.

Geer Model "Bluebird" motorcycle: Single-cylinder, 4-horsepower, 3½-inch bore, 4-inch stroke; 22 or 24-inch frame; 1½-gallon gasoline tank; wheel base, 55 inches; V-belt; price, $200; weight, 140 lbs.; other specifications the same as for Model 4.

Hilaman Motorcycles.



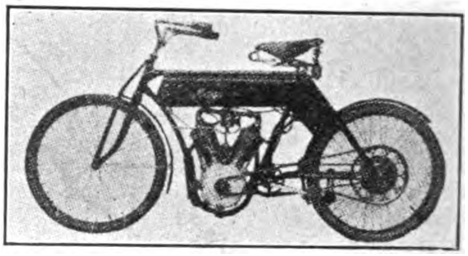
HILAMAN, 3½ H.P.; COST, $210.

Hilaman Motorcycles—Built by A. H. Hilaman Co., Moorestown, N. J. The Hilaman is one of the recent comers to the motorcycle game, but the season of 1907 proved their worth.

The 7-horsepower twin model is as follows: Weight, 180 pounds; 20-inch frame; Hilaman bridged cushion front fork; Hilaman twin-cylinder ⅞-horsepower motor, 3¼x3½, placed vertically and carried low in special fittings; Schebler or Hilaman carburetter; double grip control, with Bowden wire; Hilaman free wheel with band brake; three No. 6 Columbia dry cells; fuel tank, seven quarts; oil tank, three pints; 56-inch wheel base; 28x2½-inch tires front and rear; equipment, 1¼-inch V or 2-inch double flat belt; mechanical valves, single coil, double top bar frame; price, $285.

The other model, a 3½-horsepower single, is as follows: Weight, 170 pounds; frame height, 21 inches; Hilaman cushion front fork; Hilaman motor, 3¼x3½, placed vertically in frame loop; Hilaman carburetter; double grip control on Bowden wire; fuel tank capacity, six quarts; oil tank capacity, one quart; 56-inch wheel base; tires 28x- inches; long wheel base, low motor position, extra large vales and heavy fly wheel; Goodrich tires; drive by 1⅛-inch V or 2-inch double flat belt; price, $210.

Mayo Motorcycles.

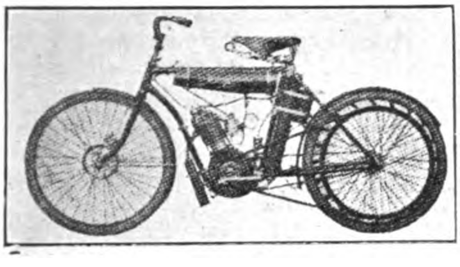


MAYO MODEL B, 2¾ H.P., PRICE $275.

Mayo Motorcycles—Made by the Mayo Damper Co., Pottstown, Pa. The Mayo double cylinder motor has been on the market a full year and the single somewhat longer. Therefore they have been well tried out and are not found wanting. The specifications are:

Mayo Model B double-cylinder motorcycle: 5-horsepower, 2¾-inch bore, 3¼-inch stroke; price,

$275; weight, 125 pounds; 2-gallon gasolene tank; all other specifications same as for Model A.



MAYO MODEL A, 2¾ H.P.; PRICE $175.

Mayo Model A single-cylinder motorcycle: 2¾-horsepower, 2¾-inch bore, 3¼-inch stroke; price, $175; weight, 100 pounds; 22-inch frame; Mayo cushion front fork; motor placed forward in frame; Mayo carburetter; grip control; battery equipment, three standard dry cells; 9-pint gasolene tank and 2-pint oil tank; 55-inch wheel base; tires, 28x2¼ inches front and rear.

Reading Standard Motorcycles.

RS
READING STANDARD
BUILT AND TESTED IN THE MOUNTAINS

R. S. MODEL A, 3½ H.P.; PRICE, $200.

Reading Standard Motorcycles—Made by the Reading-Standard Co., Reading, Pa. The 1908 line offered by the R-S company remains about the same as last year, with the addition of a 6-horsepower twin. Specifications:

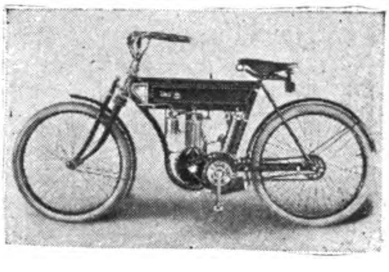
R-S Model A single cylinder motorcycle: Price, $200; weight, 145 pounds; frame height, 22 inches; R-S cushion fork; 3-3½-horsepower motor; 2 15-16-inch bore by 3¼-inch stroke, placed in line with seat mast at an angle of 20 degrees; double grip control; R-S carburetter; three dry cell battery equipment; 5-quart fuel tank and 1-quart oil tank; wheel base, 51 inches; 2¼-inch tires front and rear; R-S muffler. Equipment: G & J or Goodrich 2¼-inch tires, and new Standard motorcycle pedals; Bosch magneto furnished extra.

R-S Model C combination tandem: Price, $275; weight, 190 pounds; 22½-inch height of frame; 2½-inch front and rear tires; 74½-inch wheel base. Other specifications same as for Model A.

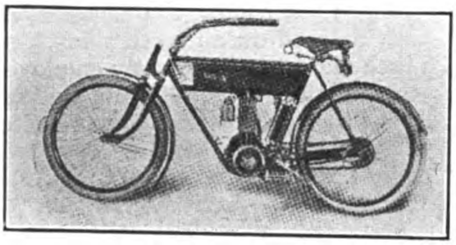
The twin is a doubling-up of the 3-horsepower motor with valves on opposite sides of motor. Specifications the same as for Model A.

Light Motorcycles.

The Light—Made by the Light Manufacturing and Foundry Company, Pottstown, Pa. This machine, although not actually pushed upon the market, has been constructed and sold by this company for several years, and it is not until this year that they have broadly advertised. There will be three models, all using the celebrated Thor motor. "A" will use a 2½-horsepower Thor and will have chain drive; "B" will use the reducing gear drive with the 3-horsepower Thor motor with the gears contained in the crank case, or rather a part of the crank case, where they will receive a bath of oil and where there will be no danger of the same getting out of alignment and Model "C" will have the twin-cylinder Thor motor of 5 horsepower with the gear drive. Model "A" will list at $185, while Model "B," is $225, and the price of Model "C" is $275. The motor is vertical and set well forward; the frame has the double top bar with the combination gasolene and oil tank between, in which tank the three regular No. 6 batteries are contained and secured by an ingenious device; the Thor carburetor is used on all models; the Thor muffler will be used on Model "A," while a special muffler will be used on the other models; and a magneto will be furnished with this machine at an extra cost of $40.

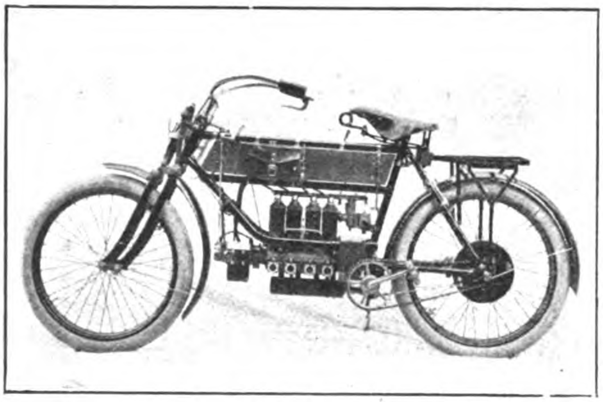


LIGHT MODEL A, 2¼ H.P.; PRICE, $185.



LIGHT MODEL B, 3¼ H. P.; PRICE, $225.

F. N. Big Four Motorcycles.



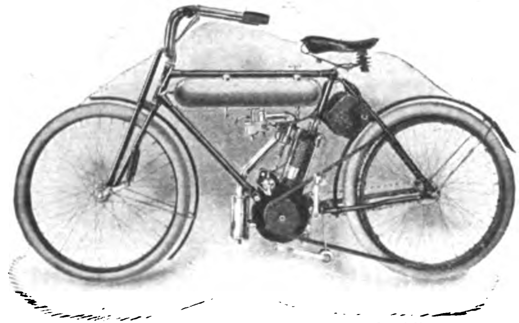
F. N. BIG FOUR, 5 H.P.; PRICE, $350.

The 1908 ½ Model F. N. Big Four—The Ovington Motor Company, 2334 Broadway, New York City, have just been advised by the Fabrique National d'Armes de Guerre of Belgium, whom they represent exclusively in this country, that after May 1st a four cylinder machine having a larger motor will be available. Although the F. N. Company have raised the price of this machine to their American agents, Mr. Ovington advises us that he has no intention of raising the price in this country. He says he will make up for it by bringing in more machines.

On account of the fact that a 1908 model was announced at the New York shows and because this new model has still further improvements, Mr. Ovington states he will call this the 1908½ model. Those who have orders in for the 1908 model, and which have not already been delivered, will have these orders filled with the 1908 ½ model, unless word is received to the contrary. The difference between the new machine and the older one lies in the following: A larger engine, which will be called a 5-horsepower. The frame will be a 20-inch instead of a 22-inch frame as formerly. This will permit the rider to place his feet firmly on the ground while sitting on the saddle of the motorcycle. The rims will be of the standard clincher pattern, such as used on all foreign machines and will be 26-inch diameter as formerly employed. The tires have been made up particularly with reference to through roads in this country. They are unusually heavy, especially on the treads and fitted with a non-skid all-rubber tread. The holes where gasolene and cylinder oil are introduced into the tank have been made much larger so that any ordinary garage funnel may be used in filling the tank. The device for covering the priming holes over the inlet valves have been improved. The level which lifts the pawl to relieve the back pedalling drum brake has also been given attention. Taken all together the new model of the F. N. Big Four has a decidedly racy appearance and on account of this lower frame and higher powered engine, not to mention a new type of magneto made by the Bosch Company especially for the F. N., its popularity will no doubt be very greatly increased.

The Ovington Motor Company also advise us that as extras foot rests, a searchlight lamp, a foreign made separate generator, a shaft driven speedometer, and an extra large pump eighteen inches long may be obtained.

Marsh & Metz Motorcycles.



M. & M. ROADSTER, 3½ H. P.; PRICE, $175.

Marsh & Metz Motorcycles—Made by the American Motor Co,.715 Center St., Brockton, Mass. The M.-M. is one of the old guard, and as such needs no lengthy description, so the following will suffice:

The M.M. twin-cylinder motorcycle: Price, $250; weight, 155 lbs.; 20-inch frame; patent spring cushion front fork; 6-horsepower motor, 3¼ bore and 3¾ stroke, placed at a 90-degree angle in frame; M.M. float feed carburetor; double grip control; battery equipment, 4 Standard dry cells and 2 coils; 7-quart gasoline tank and 1½-quart oil tank; 56-inch wheel base; 26x2¼-inch wheels front and rear.

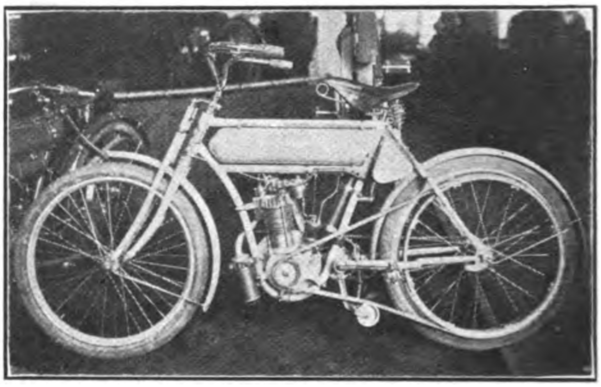
The following in the single line:

M.M. Special motorcycle: Price, $200; weight, 135 lbs.; 20-inch frame; 3½-horsepower motor, 3¼ bore, 3¾ stroke; battery equipment, 3 Standard cells and coil; 5-quart fuel tank and 1-quart oil tank; wheel base, 53 inches; other specifications same as for the M.M. 2-cylinder model.

M. M. Roadster: Price, $175; 22-inch frame; weight, 140 lbs.; 3-horsepower, 3¼x3¾ motor; 28x2¼-inch Goodrich or G & J tires; 51-inch wheel base; other specifications same as for the 2-cylinder model.

The twin cylinder M.M, which was exhibited at both the New York and Boston automobile shows, attracted considerable attention by all motorcyclists, who were favorably impressed with it.

Yale California Motorcycles.



YALE CALIFORNIA, 2¾ H. P.; PRICE, $200.

Yale California Motorcycles—Made by the Consolidated Mfg. Co., Toledo, O. The Yale needs no description, for it is well known from ocean to ocean. Specifications are given for reference.

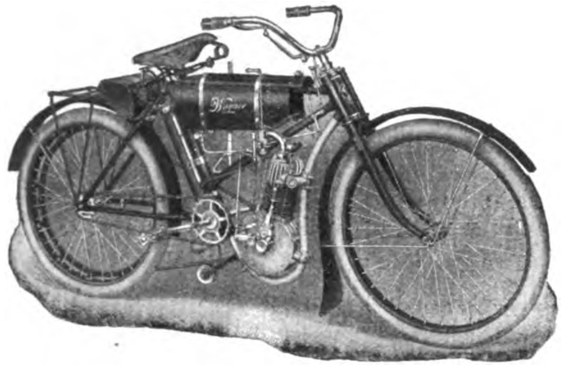
Yale California 1908 motorcycle: Weight, 120 pounds; 20-inch frame, cushion front fork; 2¼-horsepower 2¾a3¼ Consolidated motor, placed vertically; grip control; six dry cells; fuel tank capacity, 1½ gallons; oil tank capacity, ½ gallon; wheel base, 51½ inches; 28x2¼-inch G & J tires; price, $200. Distinctive features: Outside fly wheel, sight force feed lubrication, special tanned belt good for 5,000 miles' riding, 1-piece drop forged crank shaft.

As the above shows the Yale is about the same as last year's model, which proved its worth by gaining high honors in numerous events during the past year.

Wagner Motorcycles.

Wagner Motorcycles—Made by the Wagner Motorcycle Co., St. Paul, Minn. Have now a wide representation throughout this country, and are as well known in the East as they are in the West.

Wagner No. 6 1908 motorcycle: Price, $200, Weight, 135 lbs.; 20-inch frame, Person's saddle, 3-horsepower, 2¾x3-inch Wagner motor, placed in loop, Wagner carburetor, control by right grip and throttle lever, Hub brakes, battery equipment, three No. 6 standard cells, fuel capacity 7 quarts, oil capacity 1 quart, wheel base 52 inches, 28x2¼-inch tires, with cut-out combination stand and carrier, standard No. 3 motorcycle pedals. Special features: Wagner twin fork and diamond loop frame, low forward position of motor, extra wide mud guards, solid V-belt transmission, copper tank.


WAGNER NO. 6 1908 MOTORCYCLE, 3 H.P.; PRICE, $200.

Reliance Motorcycles.

RELIANCE JR. MOTORCYCLE, 2 H.P.; PRICE, $125.

Reliance Motorcycles—Made by the Reliance Motorcycle Co., Owego, N. Y. This machine has been on the market for some time and has made good in the hands of various owners. The specifications of the two models marketed are:

Reliance junior motorcycle: Weight, 80 lbs.; frame height, 20½ in.; rigid front fork, cushion fork, $5 extra; 2-horsepower, 2 9-16x2⅞, Reliance motor, placed upright in loop; float feed carburetor; grip control, Bowden wire; fuel tank capacity, 75 miles; oil tank capacity, 150 miles; wheel base, 52 ins.; 1¾-inch single tube tires; steel rims; price, $125. Speed of from 5 to 25 miles an hour and abundance of power, being geared 8½ to 1, so it will climb 12 to 15 per cent. grades. Furnished in enameled black, lake blue or crimson.

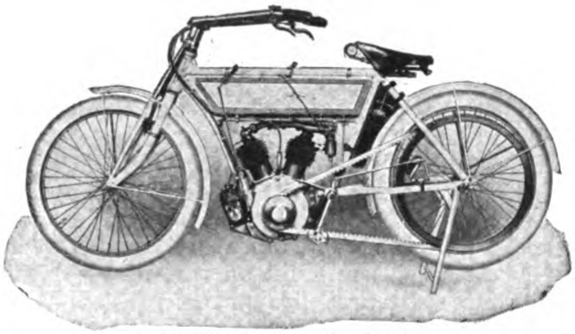
The 3-horsepower machine is practically the same as the '07 Model, as the following shows:

Reliance, Regular motorcycle: Weight, 110 lbs.; frame height, 21 in.; cushion front fork; 3-horsepower, 3x3 inch, Reliance motor, placed upright in loop of frame; Breeze carburetor; grip control; fuel tank capacity, 75 to 100 miles; oil tank capacity, 200 miles; wheel base, 56 ins.; 28x2 inch G & J clincher tires; enameled black, Yale blue or crimson.

Styria Motorcycles.

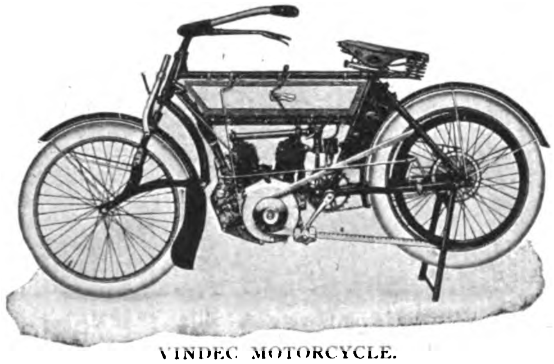
The Styria. Made by Joh. Pugh & Co., Grav, Austria. The New York agent is Amos Shirley, 935 Eighth avenue. Two models, with flat belt drive; mechanical valves are used on the inlet; pump oiling is used; magneto ignition with bevel gear drive to the same is employed; the accepted double top bar to the frame, with the combination oil and gasolene tank between, and a truss fork is employed with no springs This make of machine made a great reputation for itself in the international races this year.

Vindec Motorcycles.


VINDEC MODEL F., 5. H.P.

Vindec Special Motorcycle—Made by South British Trading Co., Ltd., Finsbury, London, England. Have no agency in this country. The "Motorcycle of Merit" is the title given the "Vindec Special." It has justly earned it by its consistent performance in trials of speed and reliability, in good or bad weather, on the good roads of England or the almost unrideable roads of South Africa—in fact in practically every country, the United States included, the "Vindec Special" has proven itself the standard of quality.

Model F: Engine, twin cylinder 5-horsepower "Vindec Peugeot," V type, 45 degrees, 75x76 mm., with separate silencer for each cylinder and Vindec adjustable pulley; ignition, high tension magneto; carburetors, "B and B," special large size with improved throttle; frame, 20 inches, substantial, strong, reinforced throughout, built on most approved lines; tanks, made of 18-gauge brass, rivetted in all joints (capacity—petrol, 1½ gallons; lubricating oil, 3 pints); forks, Truffault suspension (rigid forks with girder can be supplied if required; wheels, 26 inches in diameter; tires, 26x2¼ inches Peter Union extra heavy, clincher "A Won" or Dunlop; brakes, 10-inch band brake operating in


VINDEC MOTORCYCLE.

grooved pulley on rear wheel, and foot-operated belt rim brake; saddle, Middlemore, large size "Rideeasy," with hog skin padded top; transmission, 1-inch V belt, either Stanley Dermatine or Shamrock Gloria, as specified; mudguards, strong and substantial, extending well forward on the front wheel, and hinged over the rear wheel to allow easy access to the tire; finish, black frame, tanks French grey with white panels.

Model G 5-horsepower Light Tourist: Engine, twin-cylinder 5-horsepower "Vindec-Peugeot," V type, 45 degrees, 75x76 mm., with separate silencer for each cylinder and Vindec adjustable pulley; ignition, high tension magneto; carburetor, "B. & B." with improved throttle; frame, built specially short and low, but exceedingly strong, and reinforced throughout; tanks, made of 18-gauge brass, rivetted in all joints (capacity—petrol, 1¼ gallons; lubricating oil, 1 quart); forks, specially designed with girder fronts of great strength; wheels, 26 inches in diameter; tires, 26x2 inches, or 26x2¼ inches Dunlop or clincher "A Won"; brakes, special Bowden motorcycle rim brake on front wheel, very powerful foot-operated belt rim brake on rear wheel; saddle, Brooks' large size B 28; transmission, 1-inch V belt Stanley Dermatine, or Shamrock Gloria as specified; foot rests, special adjustable pedal foot rest, adjustable to almost any position; finish, "Vindec" grey with white panel tanks, frame and tanks lined in black.

Model H: Engine, single cylinder 3½-horsepower "Vindec-Peugeot," 80x98 mm., with Vindec adjustable pulley; ignition, high tension magneto; carburetors, "B. & B." special large size with improved throttle; frame, 20 inches, substantial, strong, reinforced throughout, built on most approved lines; tanks, made of 18-gauge brass, rivetted in all joints (capacity—petrol, 1½ gallons; lubricating oil, 3 pints); forks, Truffault suspension (rigid forks with girder can be supplied if required); wheels, 26 inches in diameter; tires, 26x2¼ inches Peter Union extra heavy, clincher "A Won" or Dunlop; brakes, 10-inch band brake operating in grooved pulley on rear wheel, and foot-operated belt rim brake; saddle, Middlemore, large size "Rideasy," with hog skin padded top; transmission, 1-inch V belt, either Stanley Dermatine or Shamrock Gloria, as specified; mudguards, strong and substantial, extending well forward on the front wheel, and hinged over the rear wheel to allow easy access to the tire; finish, black frame; tanks, French grey with white panels.

Correspondence.

We want to hear from you.
This is open for others' views, and the Editor is not responsible for their way of thinking.

Editor The Motorcycle Illustrated,

Dear Sir:—I am an admirer of your paper, and being such I take this liberty to "throw the hooks" into one of your letter writers, namely Wm. E. Smith, the novice (?), who says he rode from Baltimore to New York city, a distance of 194 miles, in eight hours and 25 minutes. He forgot to mention whether he came on the B. & O. or Pennsylvania. If he never rode a motorcycle before this trip and actually rode the distance in the time he said, well then I think Stanley Kellog will have to look out or he will loose his job.

Nearly all new motorcycle riders are full of the same kind of "Durham," and for every little ride around the park they take, they imagine their cyclometer makes a noise like 100 or 150 miles. I have had eight motorcycles in five years and have met many of those "Walla Walla" throwing novices, and I have got so used to them that I don't even try to raise an argument, as I now realize it is a sort of disease with them. I used to indulge in them myself, but not quite so bad as the one W. E. Smith tries to "unbelt" on us.

Wishing your paper continued success and that W. E. Smith will soon be cured of his "bulleritis" I beg to remain,

Yours, etc.,
Veteran Verick.

Wellsville, N. Y., March 16, 1908.

Editor Motorcycle Illustrated.
New York.

Dear Sir:—All of the Motorcycle Illustrated copies that I wrote you about have arrived all O. K. They all went to Emporium, Pa., and the postmaster must have lost them.

The mud guard arrangement illustrated by Norman Trumpour in January number is all right, and is also all right for tandem use. On a belt-driven machine the mud guard should be wide enough to include the belt rim as well as the tire.

I am very sorry that so many brother riders speak of Mr. Ovington as they do. In all his articles that I have seen he has spoken as a gentleman, and has furnished much information, and because he sells a foreign machine and tells the truth about American machines is no reason for throwing mud at him. I ride an American machine —an M. M.—and I am very well suited with it. But I can see many chances for improvements in all machines I have yet tried, and think there will be a chance for improvement until machines are settled down to a business basis instead of playthings, and to satisfy speed cranks. I think it should be against the law to own a machine that is geared higher than 25 miles per hour, or that has a muffler with a cutout that can be heard farther than a locomotive. Too much noise, too much speed, too much dirt are the main complaints against the motorcycle.

Can you give me the address of the F. A. M.? I would like to write to them, as I need another card. I sent them the money in December, and have not heard from them yet, and have now lost the address. Truly yours,

E. L. Mason.

Detroit, Mich., March 15, 1908.

Editor Motorcycle Illustrated.

Dear Sir:—I noticed in your March number that Mr. E. L. Ovington took great pains to show that I was not very well informed and didn't know what I was talking about when it came to the motorcycle game.

Mr. Ovington seems to think that when I said I couldn't see where the foreign machines were superior to the American, I meant that all foreign machines were N. G. This was not the case. I *plainly* stated that in my opinion some of the foreign machines had good points. When I mentioned foreign or American machines, I meant foreign or American machines as a whole, not individually. I thought that was plain enough, and I'll say again that from my point of view nine-tenths of the foreign machines when compared with the American look like a bunch of junk. Just simply because there are several good machines made in Europe that doesn't say that we don't make any good ones in this country.

In answer to my assertion that a 5-horsepower American machine beat out a 14-horsepower foreigner, Mr. Ovington states that the 14-horsepower machine in question holds the world's record. In comparing the two machines it must be remembered that there is a difference of 9 horsepower between them. Speaking of records, doesn't that same 5-horsepower machine mentioned hold the world's one-mile competitive record? And has *it* ever been beaten? Of course, I wouldn't say that Mr. Ovington is not well informed on that subject, because I know better.

Suppose Mr. Curtiss constructed a 14-horsepower machine, from the way that his 5-horsepower went my impression is that the foreign machine world's record and all would have to take a back seat. Or just reverse condtions: suppose the 14-horsepower had been a Curtiss and the 5-horsepower a Peugot, what would have been the result of that race?

Further, in speaking of the economy test, I had reference to the one in the F. A. M. endurance contest. Part of my statement in the Motorcycle Illustrated read: "Mr. Baker, mounted on an Indian, demonstrated what an American machine can do in an economy contest." It should have been Mr. *Barrows*, not Baker, and I think the names were mixed when my letter was printed. If Mr. Ovington will read it that way, he will have to agree with me.

My next statement regarding Mr. Hasting's performance in the English reliability contest I'll have to recall, as no doubt Mr. Ovington is right on that point.

Then Mr. Ovington claims that I have greatly overestimated the average life of a dry battery. Perhaps he can explain how it happened that I got 1,500 miles and better out of every set I used except the first set, which came with the machine. The machine was a Yale-California, and the batteries used were the ordinary Columbia dry cells.

If a "poor motorcyclist," as Mr. Ovington says, got hung up on a country road, whose fault would it be? It's the "poor motorcyclist's" fault. Why? Because it is his business to keep his machine in order. A machine treated right will *very seldom* get out of order. The magneto is no doubt superior to the battery system, yet the argument is, whether or not the foreign manufacturers can teach us something in the motorcycle line. Therefore, does the fact that the foreigners equip their machines with magnetos prove that we are behind? Do they furnish the magnet for the same price that we do the battery? No; they do not. If you want the magneto you have got to pay for it. Our manufacturers will furnish a six-cylinder touring car—if you pay for it.

Just to show Mr. Ovington that I am not prejudiced, I will say that I have just purchased a 6-horsepower twin N. S. U. fitted with magneto, N. S. U. two-speed gear and Price stand. A foreign machine from stem to stern. I think it is the best on the market—in fact, I haven't seen anything that can compare with it, and I have looked over all the American and most of the foreign machines.

Mr. Ovington thinks that the F. N. can't be beat, and assuming that to be correct, does that prove that the foreigners (as a whole) have us beat when it comes to motorcycles? No, of course not. Compare the average foreign machine with the average American. We ought to win in a walk.

Respectfully,
Chas. H. Drude...

Ft. Worth, Tex., March 9, 1908.

Dear Sir:—I am very much interested in two-cycle motors, but I only know of one firm that builds a complete two-ycle motorcycle, and am sorry they don't put out a catalogue and handle agents. I know they would get their share of business. The two-cycle motor is the simplest motor built and almost imposisble to get out of order They will always run and hold their own if designed right.

I have just completed a motorcycle which I have been working on since last May and am now thinking of building one of the two-cycle type.

I only know of two firms that build two-cycle motors for motorcycle use—eth Duck Cycle and Motor Co., of 1234 Broadway, Oakland, Cal., who build a complete machine, and Stine & Parks, of 112 Arch street, Fremont Ohio, who build the motors only. They only list one size motor, which is rated at 2¾-horsepower; stroke and bore, 3 x 3 inches.

I would like to know if any of the readers of this magazine have ever used or seen a Stine & Parks two-cycle motor tested out.

The makers claim that their motor has been given a thorough test on the road and found to be as cool and free at the end of the trip as any four-cycle air-cooled motor manufactured. Their motor is air-cooled, with the fly-wheel on the outside, and of the three-part type, to prevent back firing, which is common with the two-cycle motors.

If any of the readers have tried this motor, please answer through this magazine or write me direct.

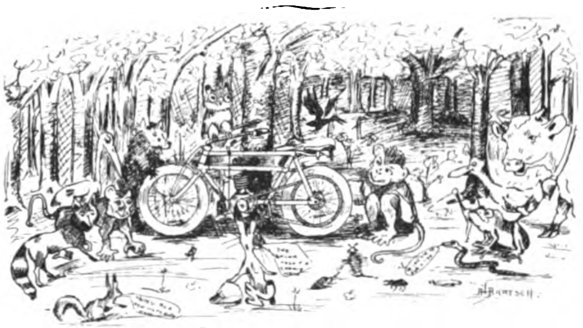
Very respectfully,
C. D. Hibbs,
General Delivery.

Chicago, Ill., Feb. 16, 1908.

Editor The Motorcycle Illustrated,

Dear Sir:—Please send at once a copy of E. W. Kellar's book, "Construction, Management and Care of Motorcycles." Twenty-five cents enclosed for same. Am pleased to say I have received my copies of Motorcycle Illustrated and English *Motorcycle* up to date with thanks. I think they are two fine and interesting books. I wish you would make yours a semi-monthly; a month seems too long to wait. I bought a new single cylinder Indian last July from I. H. Whipple, of this city, and have had all kinds of trouble with it. I have only ridden about 400 miles and have used up entirely two Indian batteries, each guaranteed to last 1,000 to 1,500 miles. I suppose there must be some defect in the wiring. I hope to find out by your book. I have fitted a new Indian battery and found it registered 25 amperes off the machine, and when fitted only 10 amperes. I have read with interest the letters published in your book concerning American and foreign machines. Well, the majority of American machines may be equal to the foreign as far as speed and reliability are concerned. But they seem to forget that the average rider wants comfort besides. Now most of the foreign machines have the saddle placed low and behind the seat post bar. I think this would be more comfortable than sitting on top of the engine as on the Indian. The tank being on the back wheel makes it impossible to alter position of saddle. As I am a short-legged rider I have to lower saddle as much as possible, and so have to sit almost on the engine. When the Indian people make their machine with tank below top bar instead of on the back wheel, I think they will become a great deal more popular, especially among the short men. According to accounts, this appears to be the only fault. Wishing you every success, I remain,

Yours faithfully,
Edwin Mitchell.



AND "EVERYTHING" IS INTERESTED.

[illegible]

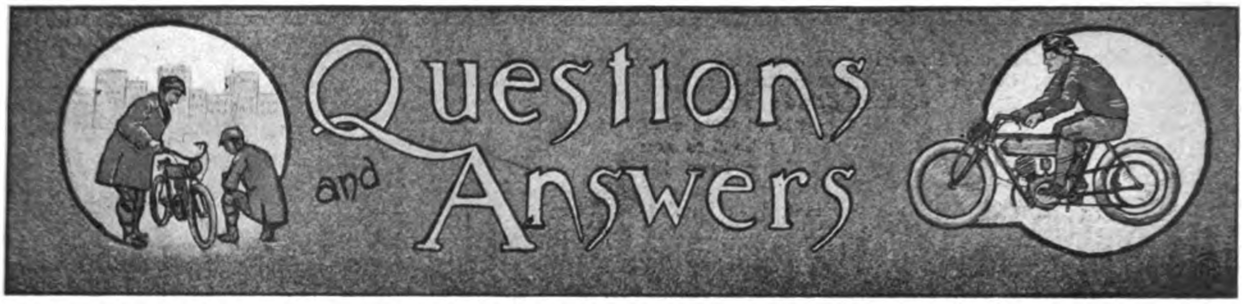
The Motorcycle Illustrated.

Gentlemen:—I received your sample copy of the motorcycle and find it very interesting, and looks as though it will be very useful during the season. I therefore enclose stamps for a year's subscription and the Book of Hints. I have purchased an N. S. U. from Al Bartsch, the agent in New Jersey, and find it a fine motorcycle.

I don't know much about machines, but I guess you don't have to if you ride the kind I got; it seems like it anyway.

I might add that there ain't many people around here —nothing but hills and woods—but since I got my machine everybody seems interested in the motorcycle I have. Hoping you lots of success, I remain,

JOHN VOORHIS.



The Motorcycle Illustrated,
3 Broad Street, New York.

Dear Sir:—Could you give me the names and addresses of any concerns making side cars for motorcycles? I would like to get a side car to use in connection with a Harley-Davison.

Also would like to raise the question in your publication as to whether a mtor—say 3-horsepower—is sufficient to make side car attachment feasible, or would a two-cylinder not be much preferable, especially in the hill climbing?

Thanking you for any information on these two subjects, I remain Yours very truly,
J. H. BEHRENS.

The Curtiss Motor Co., Hammondsport, N. Y.: the Armac Motor Co., Chicago, Ill., and the Fowler-Manson-Sherman Co., Chicago, Ill., make side cars.

A 3-horsepower motorcycle with side car will climb any ordinary hill. The two-cylinder motorcycle will give better results on hills.—Editor.

Chicago, Ill., Feb. 13, 1908.

Editor Motorcycle Illustrated.
.. 3 Broad St., New York.

Dear Sir:—I am a reader of the Motorcycle Illustrated and would wish to ask you if you would be kind enough, if it is in your power, to let me know where the manufacturers of the Erie motorcycle are, as I have one of their machines, and would like to get a duplicate part.

I have been buying this magazine only monthly, but within a short time you will find my subscription coming in, as I am greatly interested in the magazine, but I have not settled in a place, so it might be pretty hard for the magazine to reach me without my letting you know where I am every month.

Trusting to hear from you soon with the information I greatly desire, I am, Sincerely yours,
H. Gengenbach,
986 Ward St., Chicago, Ill.

The Erie motorcycle is made by the Motorcycle Equipment and Supply Co., Hamomndsport, N. Y.—Editor.

Editor Motorcycle Illustrated.

Gentlemen:—Was very much struck by the plea of one correspondent for neatness and cleanliness while riding. He must be a mollycoddle, or what we call at "Sixsmith's shop" a "Grant's Tomb Rider." Nearly every motorcyclist knows of these specimens, who can not be induced to get off asphalt pavements for fear of getting hands or clothes soiled in case of any trouble on the road.

Motorcycling is not very popular with such people, as any regular knows that it is absolutely impossible to keep the grime off one's clothes during a long run over any kind of roads, and particularly so when riding in company.

If the correspondent objects to blue-striped overhalls, I concur in what he says, but if he refers to a khaki outfit I reiterate my remarks.

E. P. Etzel,
159 Walnut St., Montclair, N. J.

Editor Motorcycle Illustrated.

Tell me if you will what you know about the M.M. machine. How do they stand in rank with the American machines? I am going to buy a motorcycle soon and will appreciate any advice you can give me. The machine I shall purchase will not need to be a fast one or more than one cylinder. It will be used more for pleasure than otherwise. Also when you write me, will you tell me about the railroad rules as to carrying a motorcycle? I am going over to England and Scotland about the last week in May and will want to find out about getting my machine carried through if I should buy before I came back from England.

Yours very truly,
JONE PANE TAGGART.

The M.M. motorcycle, made by the American Motor Co., Brockton, Mass., stands in the front rank of the American machines, and is highly recommended by riders of same. If you read the correspondence in Motorcycle Illustrated no doubt you have read comments of our readers who ride this make.

Rules regarding the carrying of motorcycles on railroads differ in various States. Would suggest you write to passenger departments of the railroads you intend passing over for their rules.

We do not know if there is a duty on motorcycles going in to England. There is a duty of 45 per cent on foreign motorcycles brought into this country.

Editor.

Shanesville, O., Feb. 7, 1908.

Editor Motorcycle Illustrated.

Dear Sir:—I have sent you 10 cents for a copy of your magazine. To my surprise I received an October number. Would you expect to get a subscriber through a back number? I should think such a paper is busted because it does not send the latest one or the recent published one I am also wondering why you hold our noses on the grindstone to have us join the F. A. M. and N. A. M., as that bait of $1 to the Motorcycle, but if we belong to either club we can have it at one-half. What good comes out of it? I can not see why you induce the riders to join either club. I should think it is more to grind our noses shorter. I believe you are bursted on account of sending me a back number, as I never received a back number when I sent money for one. I should like to hear from you again soon before I subscribe.

Yours truly,
H. J. Blickensderfer.

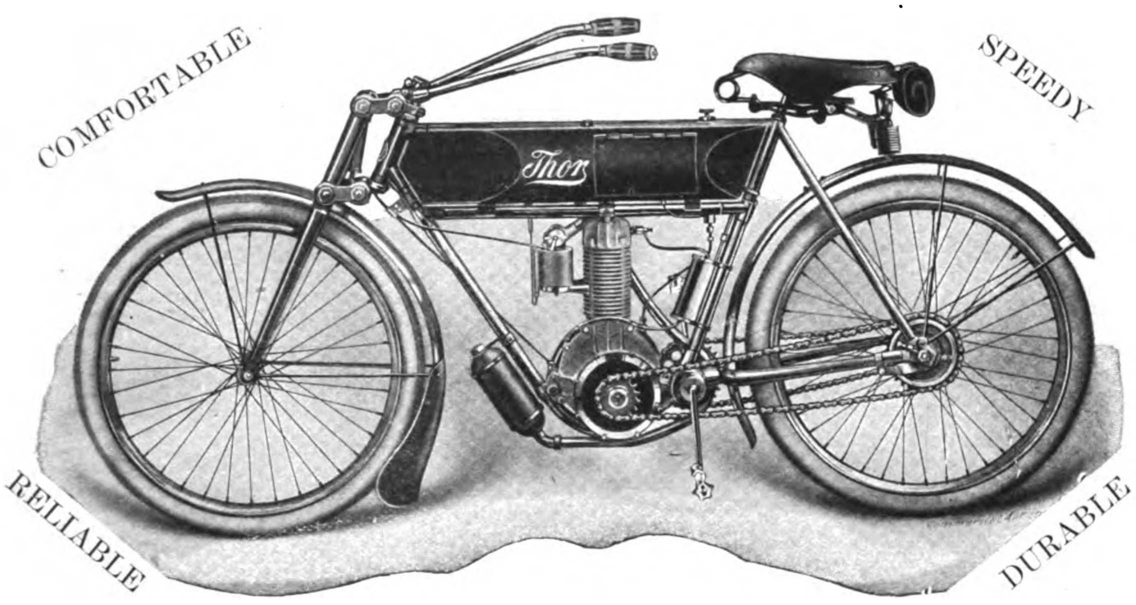
We have sent additional copies to the writer to assure him we are not yet busted, and that he will get his dime's worth.

As for grinding his nose, we have other troubles than that of turning the grindstone, and his remarks concerning the F. A. M. and N. A. M. may have a deal of truth in it.

In order to help along what we considered a good means for promoting the cause of motorcycling, we have accepted half rates from members of these organizations for subscriptions, hoping to help them increase their membership and incidentally hoping that this concession would increase our circulation, but the latter part of it has not materialized to any great extent from this source, and we seriously think of putting all subscribers on the same plane hereafter.—Ed.

Thor

MOTORCYCLES
ARE SUPREME
MECHANICALLY AND ECONOMICALLY



Made in several different Models—Single and Twin Cylinders.

Designed, built and assembled in the largest and best equipped plant in the world devoted to the manufacture of Motorcycles, Motors and Component parts by the pioneer company in the business, the rider is assured that in purchasing the Thor he is securing the highest grade Motorcycle yet produced.

Live Dealers Wanted in Open Territory.

Handle the Thor Line and You'll Have a Winner!

New Illustrated catalog on request.

Aurora Automatic Machinery Co.

AURORA, ILLINOIS.

Club News.

Send us your club news.
We will make a cut of your pin and keep standing a list of your officers if you will supply us with monthly notes.

F. N. Motor Club of America.

David Dessau 101 West 78th St., New York.	*President*
Hiram Powers 99 East 81st St., New York.	*Vice-President*
A. G. Hauke 417 W. 117th St., New York.	*Secretary and Treasurer*

Main Club House, 2234 Broadway, New York, with branch houses in the principal cities of the United States. Regular meetings second and fourth Tuesday of each month.

New York Motorcycle Club.

A. J. Bendix 800 Third Avenue.	*President*
Dwight Patterson 45 Broadway.	*Vice-President*
Earle L. Ovington 2234 Broadway.	*Secretary*
F. M. Manning 584 Eighth Avenue.	*Treasurer*
A. J. Chapple 1090 Park Avenue.	*Captain*
J. W. Dalton 516 Lexington Avenue.	*First Lieutenant*
David Molin 845 Sixth Avenue.	*Second Lieutenant*
Club Rooms	2234 Broadway

J. McKeever	*Secretary*
C. P. Rogers	*Captain*
Club House	10 W. 60th Street

Meetings twice a month.

Dwight Patterson	*Vice-President*
G. P. Jenkins	*President*

Concourse Motorcycle Club.

A meeting and election of officers of the Concourse Motorcycle Club of New York was held on March 16, 1908, and the following officers were elected for the year 1908: Arthur W. Morse, president; Chas. A. Busch, vice-president; F. Larsen, treasurer; W. A. Fisher, secretary. Road Officers—Maurice P. Sullivan, captain; Chas. N. Busch, first lieutenant; Benjamin Loft, second lieutenant. Board of Directors—J. C. Foley, F. H. Gunter, Benjamin Loft. Trustees—A. M. Smith, Geo. Herberger, Chas. W. Busch, Geo. Woods, Alfred Scherer.

There is an unusually large colony in Lakewood, N. J., this winter, and the latest diversion of the women there is motorcycling. So popular has the sport become that there is talk of a motorcycle club, and it is likely the fad will be taken up by the young folk of society in general.

The Aurora Motorcycle Club met recently and elected officers for the following year. The members of the club had a banquet on January 27. The following officers were elected: President, Vern Hedin; vice-president, Harry Terry; secretary, Frank Sylvester; treasurer, John Baltazor; captain, C. F. Hinckley. The first run of the club will be held next summer.

The Birmingham Motorcycle Club held an enthusiastic meeting recently. A number of new members have lately joined, and others have signified their intention to become members. The club has a neat sum on hand and expects to buy a place and build a club house this spring.

CONSTITUTION AND BY-LAWS OF THE WORCESTER MOTORCYCLE CLUB.

Constitution.

ARTICLE I.

Sec. 1. The title of this organization shall be the Worcester Motorcycle Club.

Sec. 2. The object of the Worcester Motorcycle Club shall be to encourage the use of the motorcycle to promote the general interests of motorcycling, and to facilitate touring.

Sec. 3. Any person of good character, 16 years or more of age, and owning a motorcycle shall be eligible to membership.

ARTICLE II.

Sec. 1. The house officers of the club shall be a president, a vice-president, a secretary and a treasurer.

Sec. 2. The road officers of the club shall be a captain, a first lieutenant, a second lieutenant and a standard bearer.

Sec. 3. A board of directors of the club shall consist of the president, vice-president, secretary, treasurer, captain and three other members of the club.

Sec. 4. All officers of the club shall be elected for the term of one year by ballot at the annual meeting.

Sec. 5. All vacancies shall be filled at the next regular meeting after such vacancy occurs, and the secretary shall give notice in writing that the vacancy is to be filled, one week before date of said meeting.

ARTICLE III.

Sec. 1. The regular meetings of this club shall be held monthly, on the second Tuesday of each month at 8.15 p. m.

Sec. 2. The annual meetings shall be held on the second Tuesday in April at 8.15 p. m.

Sec. 3. Special meetings shall be called on written request by ten members within ten days of date of such request by the president, or by order of the board of directors.

Sec. 4. All meetings shall be held on week days.

Sec. 5. The secretary shall notify all members of all meetings three days in advance of same.

ARTICLE IV.

Sec. 1. All applications for membership shall be endorsed by at least two members of the club, in good standing, and shall be addressed to the secretary accompanied by the admission fee of one dollar.

Sec. 2. All applications for membership shall be passed upon by the board of directors; if their action is favorable, such applications shall receive the vote of the club.

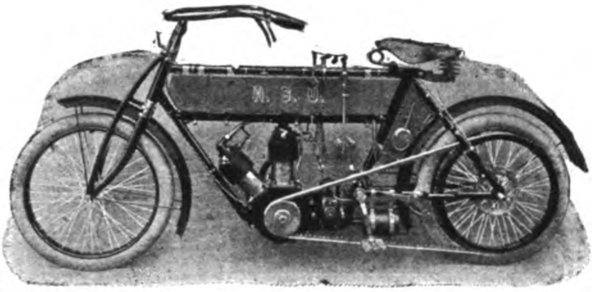
Sec. 3. A two-thirds vote of members present shall be necessary to elect.

Sec. 4. All applicants not being favorably voted upon by the club shall be so notified in writing by the secretary, and the admission fee returned.

Sec. 5. The monthly dues shall be fifty cents, payable in advance.

ARTICLE V.

Sec. 1. This Constitution and By-Laws may be altered or amended by a two-thirds vote of members present, provided that members have been notified of the intended change ten days previous to the meeting at which action is to be taken.



NO intending purchaser of a Motorcycle should finally decide on his choice until he is convinced that the one he fancies will actually serve his purpose.

SUCH brilliant successes as have been achieved by the N. S. U. machines last year in all classes of competitions prove that no finer Motorcycle can be obtained.

UNIQUE in design and construction, it may be relied upon at all times to satisfy the demands of the most exacting purchaser.

Full particulars from

The N. S. U. MOTOR CO.

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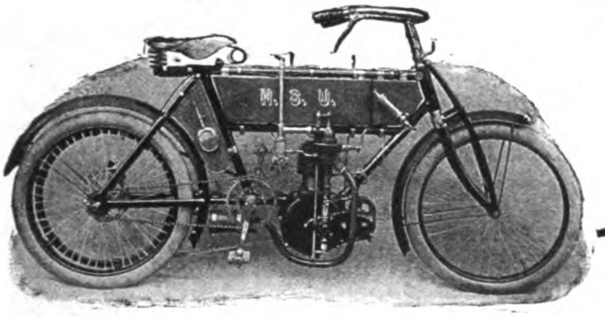


Agents in the United States :

CINCINNATI AND SUBURBS.
The Pickering Hardware Co., Sporting Goods Department, Cincinnati, O.

COLORADO, WYOMING AND UTAH.
Fred N. Williams, 224 16th St., Denver, Col.

WISCONSIN.
Fred A. Bremer, 613 North Ave., Milwaukee, Wis.

NEW YORK CITY.
J. F. McLaughlin, 206 W. 76th St., New York City.

WESTERN NEW YORK STATE.
Neal, Clark & Neal Co., 643-645 Main St., Buffalo, N. Y.

MICHIGAN.
Fred Kicherer, 206 St. Aubin Ave., Detroit, Mich.

KANSAS AND MISSOURI.
The Southwest Automobile Co., 529 Joplin St., Joplin, Mo.
South Side Cycle Co., 1701 S. Broadway, St. Louis, Mo.
The Sallers Berry Company, 1207 McGee St., Kansas City, Mo.

PENNSYLVANIA.
The Haverford Cycle Co., 827 Arch St., Philadelphia.

Sec. 2. A two-thirds vote of members present shall be necessary to carry any motion involving expenditure of money.

Sec. 3. A quorum shall consist of five members in good standing.

Sec. 4. Any member shall be considered in good standing whose dues shall not be in arrears in excess of three months.

Sec. 5. The name of any member more than three months in arrears shall be reported to the club by the treasurer at the first meeting following expiration of said three months.

By-Laws.

Sec. 1. The president shall preside at all meetings of this club, and generally perform duties appertaining to the office, not otherwise provided for.

Sec. 2. The vice-president shall perform the duties of the president on request or in his absence, and shall be chairman of the board of directors.

Sec. 3. The secretary shall keep all records of the club and of the board of directors, attend to all correspondence and notifications and report same at each meeting.

Sec. 4. The treasurer shall collect and hold all moneys due the club, pay all bills approved by the board of directors and report at each monthly meeting.

Sec. 5. The board of directors shall pass and act on all matters of vital interest to the club.

Sec. 6. The captain shall call all runs and command same, and all members on such runs shall comply with his directions.

Sec. 7. The first lieutenant shall be ready to perform the duties of captain at all times and comply with his orders on all club runs.

Sec. 8. The second lieutenant shall look after those who meet with accident on runs, and members shall be ready at his request to carry message to the captain if any help shall be necessary.

Sec. 9. The standard bearer shall carry the club banner on all club runs.

Sec. 10. The entire club on runs shall be ready to help any member in distress, and shall assist him on repairs or by towing him to some destination.

Sec. 11. All members shall pay their own reckoning on all called runs.

Commonwealth Motorcycle Club, Boston, Mass.

Organized for the purpose of bringing together, socially, the motorcycle riders of Boston and vicinity, to encourage touring, club runs, harmless competitions among its members, and in other ways assist in promoting the use of motorcycles for healthful recreation and travel.

Entrance Fee for Active Members, $2.00. Yearly Dues, $2.00.

Associate Members (residing beyond 15 miles from Boston) one-half above rates.

Further information, or application blanks, can be procured from
E. A. MUZZEY, *President*, or E. H. CORSON, *Treasurer*, 258 Columbus Ave., Boston,
THEODORE ROTHE, *Captain*, 57 Warren St., Roxbury.
W. L. POTTER, *2d Lieutenent*, 1108 Massachusetts, Av., Cambridge.
Or address the Secretary,
G. A. ELLSWORTH, 33 Coolidge Road, Allston Station, Boston.

Boston Will Have 100-Mile Road Race on Patriot's Day.

There is much discussion over the coming motorcycle run that is to be held here on Patriots' Day. Many of the motorcyclists are of the opinion that the run should be 100 miles instead of 150, as some of the entrants would have to ride a considerable distance to the starting point on the morning of the event. Mr. W. T. Marsh, of the American Motor Company, makers of the Marsh-Metz motorcycles, has received word from Mr. George P. Jenkins, president of the Metropolitan Motorcycle Club of New York, that he will enter, and a number of fellow club members will come with him. Details of the route to be taken, exact starting and finishing points, together with checking points, will be arranged within a short time. It is estimated, from the general interest that at least 150 motorcyclists will be on hand to start. Mr. Marsh states that they have sold over 50 machines since opening their store in Boston, and this fact alone would indicate a tremendous growing interest in the motorcycle, which is certain to show itself by a large number of entries in the run.

St. Louis Motorcycle Club.

The roads leading out of St. Louis are such as to afford fine traveling to the motorcyclists, and with scenery of beauty and picturesqueness unmatched anywhere it is remarkable that the growth of motorcycling has not made more rapid strides in the vicinity of St. Louis.

There is, however, every indication that the present season will witness a very decided increase of interest in the sport.

The St. Louis Motorcycle Club and the South Side Cycling Club, a large percentage of whose members use the power-driven bicycle, will push the touring and pleasure-riding end of the sport, while a new organization, the Southwestern Racing Association, has been organized to promote motorcycle racing and hill climbs. The association is composed of fifteen members, the greater portion of whom also are members of the St. Louis Motorcycle Club. The officers, who constitute the board of directors, are: A. Voight, president; John D. Hurck, secretary, and R. Wilson, treasurer.

The officers selected at the annual meeting of the South Side Cycling Club were: C. Cornwall, president; William Flesh; vice-president; George H. Schmitt, secretary-treasurer; C. Vollmer, corresponding secretary, and William Hellman, captain. The club is now at No. 1707 South Seventh street.

At the annual meeting of the St. Louis Motorcycle Club the officers elected were: Albert Voight, president; Robert H. Orr, treasurer; B. C. Hopkins, secretary, and T. Bahnsen, captain.

Kansas City Motorcycle Club.

The Kansas City Motorcycle Club members, nineteen strong, have avoided the road to Greenwood, this county since November 3. That day eighteen of them were waylaid by a mob of twenty-five farmers armed with stones. Only one escaped. And County Judge George J. Dodd was chief spokesman for the besieging party.

It all came out when suit was filed in Justice Young's court recently by Angie Harnish against the club members for $300 damages.

Harnish, according to the papers filed, was driving in a top buggy with his wife and 2-year-old child to Greenwood, when just at the outskirts of the town, "the defendants in a body known as the Kansas City Motorcycle Club, mounted on motorcycles," bore down on his rear "at high speed, carelessly and negligently running upon and by" him, the loud and explosive exhaust noises frightening until he became unmanageable, the horse, which was "not acquainted with motorcycles."

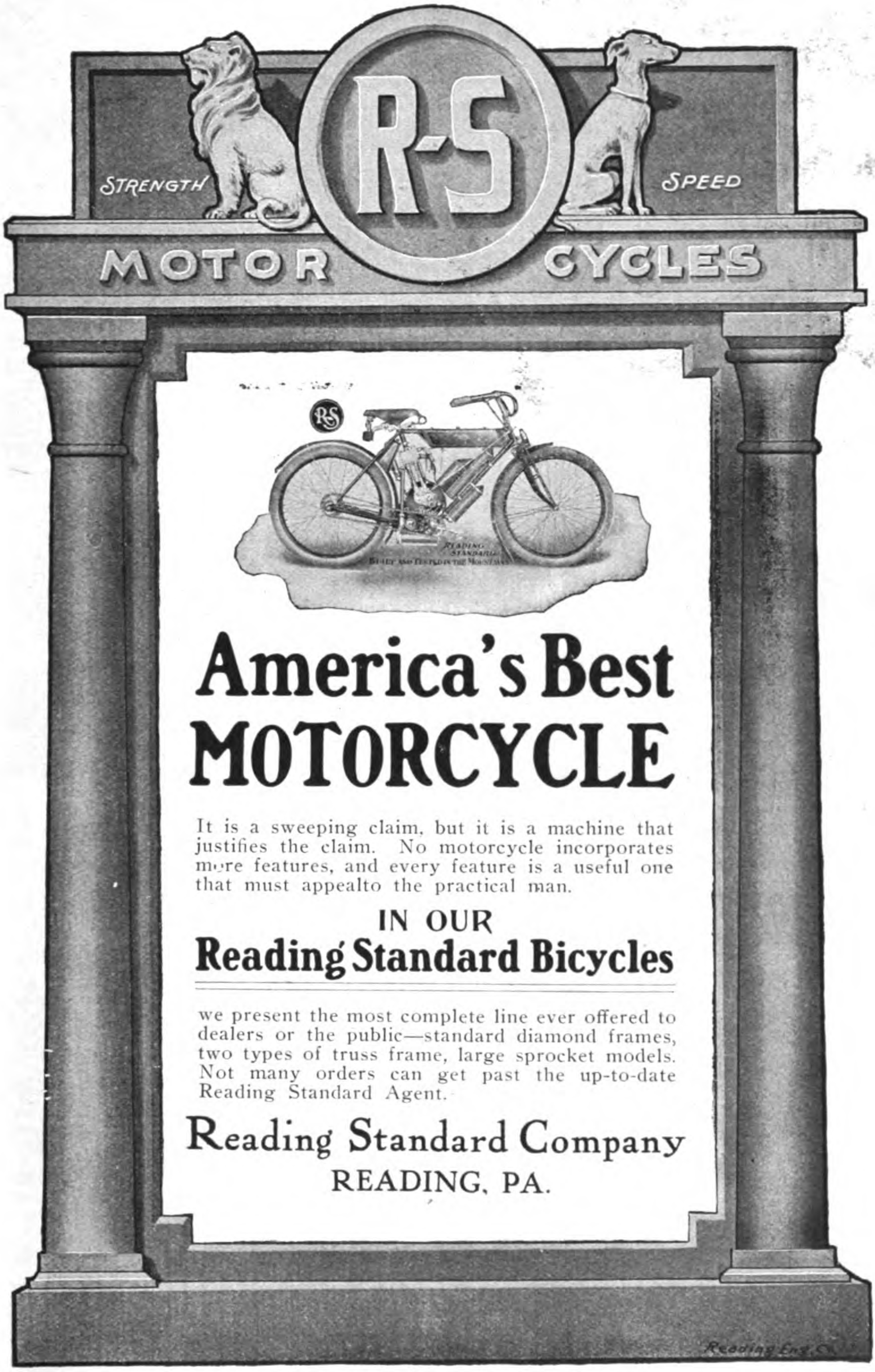
Harnish attempted to alight to seize the horse's bits and the lunging of the animal threw him into the rock road The woman, busy with the lines, dropped the baby between her feet and frantically begged the cyclists to stop for the sake of herself and baby. Instead of this it is alleged the cyclists only laughed, and trying to outrun the maddened horse, allowed the whirr of explosive sounds to continue until the horse and buggy smashed into a fence. The baby and Harnish were seriously bruised, the horse, formerly gentle, was ruined, its owner says, and the harness and buggy broken.

A few hours later, when the cycle club members came back that way, they were held up with a threat of stoning. Only one cyclist had the fear or the nerve to run the gauntlet. The others stopped and took their medicine in the form of threats as to what would happen if they ever came back—and they haven't been back.

The cyclists say that Judge Dodd, though an officer of the law, declared to them that he would take the law into his own hands if they did not return. Nineteen of them are named, and the amount asked is $300, half of it for actual damages and half for exemplary damages.

Those named as defendants were: R. D. Martin, president of the club; L. J. Vogel, F. J. Hahn, C. Hanson, J. P. Porter, Ned D. Bahr, O. V. Newby, J. N. Glass, Lloyd C Shellaberger, Fred Berry, Oscar J. Plummer and Dan Patterson.

"I know the eighteen of us should have licked those two dozen farms if the fight had really got started," said R. D. Martin, president of the club, "but we are always considerate of people we meet, and we told them so then, instead of being ugly."


STRENGTH
R-S
SPEED
MOTOR CYCLES
R-S
READING STANDARD
Reading Eng. Co.

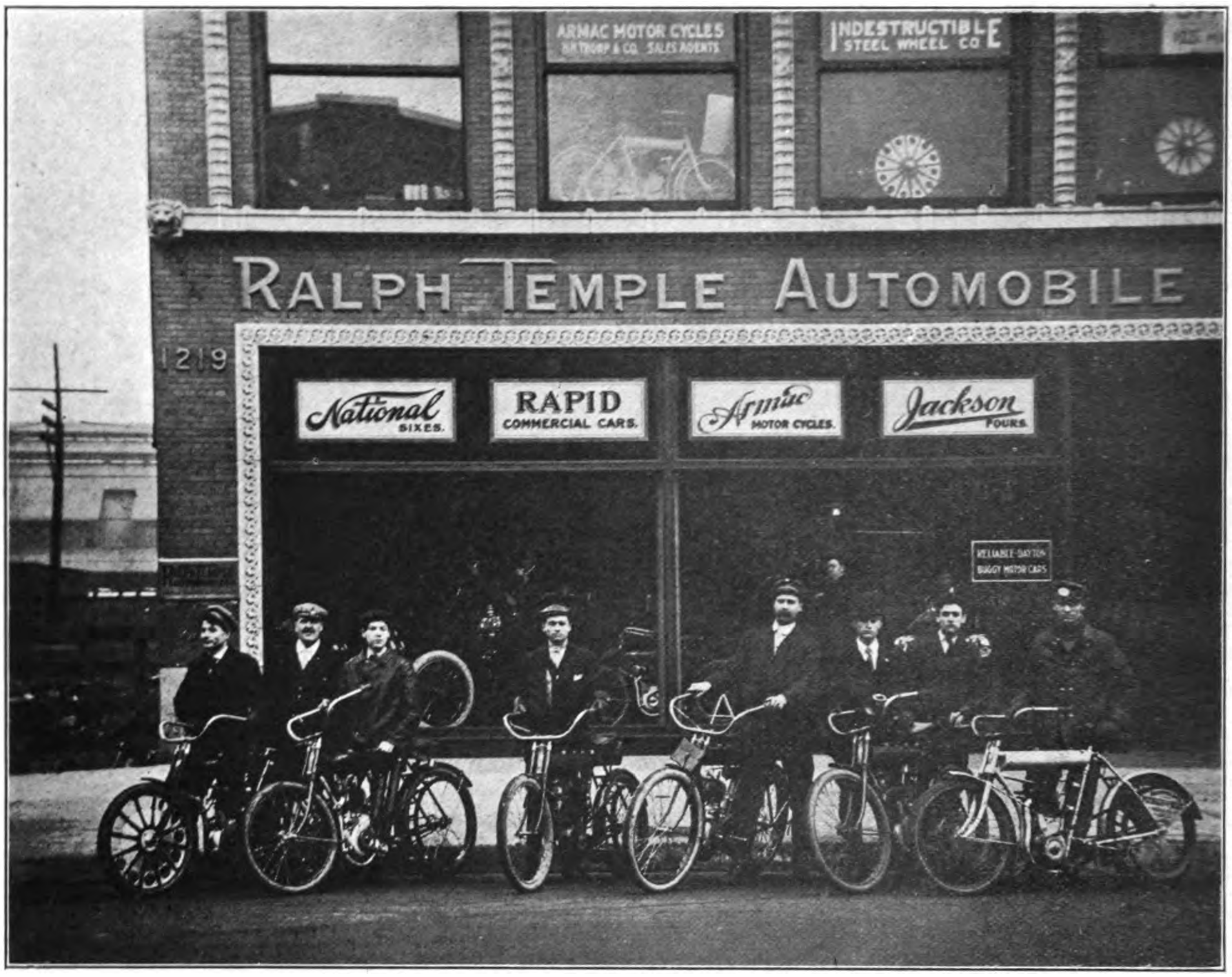
America's Best MOTORCYCLE

It is a sweeping claim, but it is a machine that justifies the claim. No motorcycle incorporates more features, and every feature is a useful one that must appealto the practical man.

IN OUR
Reading Standard Bicycles

we present the most complete line ever offered to dealers or the public—standard diamond frames, two types of truss frame, large sprocket models. Not many orders can get past the up-to-date Reading Standard Agent.

Reading Standard Company
READING, PA.



GROUP OF ARMAC RIDERS IN CHICAGO; RALPH TEMPLE AGENCY. H. H. THORP & CO., SALES AGENT.

This group is composed of Armac riders in Chicago whose pictures were taken on one of the pleasant March days that has brought out a great number of motorcyclists for the first time this year.

There are several notable features about the picture. The first machine on the left is a picture of the foreman of the Armac factory, Frank Haun. He is riding the first motorcycle with indestructible steel wheels. This was a hand-made sample and the company is preparing to make new models and provide them for all motorcycle manufacturers that may desire them.

The next on the right is a 16-year-old boy who has been an Armac rider for two years, and during that time has ridden a great many miles and has had very little trouble with his machine.

Standing behind these two is L. C. Boardman, member of the firm of H. H. Thorp & Co., who are the sales agents for the Armac Motor Co., and sole distributors for the entire product of the factory.

The other riders are local agents of the Armac. The last car on the line to the extreme right is the demonstrating 5-horsepower engine of the Armac that is being tested with the Getts Bros.' combination belt and chain.

The picture was taken in front of Ralph Temple's automobile store on Michigan boulevard, where, for six blocks both sides of the street are occupied by automobile and motorcycle stores.

Ralph Temple will be remembered as the biggest retail bicycle dealer in America in the old days, and expects to be as big in the motorcycle business.

The Splitdorf Company announce a large increase in their output of motorcycle spark plugs.

This plug was placed on the market last July after a test which included practically every motorcycle manufacturer in this country. Since then these plugs have been tried out by the manufacturers themselves and have been adopted by a large number of them on their 1908 output.

The Splitdorf people say they have orders at the present time for over 30,000 of these plugs to be delivered by the 1st of July.

The complete success of this plug has led them to give a year's guarantee, and they offer to repair or replace free any of these plugs proving defective up to July 1st, 1909, feeling satisfied that if the plugs are properly used they will outlast the motor itself.

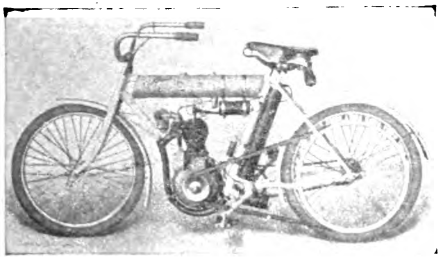
Armac Distributors.

Since the H. H. Thorp Co. secured the sales agency for the Armac motorcycles they have negotiated with several large dealers in the principal sections of the country. During the last month arrangements have been made with the Ralph Temple Co., of Chicago; A. F. Chase & Co., of Minneapolis; E. J. Willis Co., 8 Park Place, New York city, and several good representatives in the South and on the Pacific Coast. The most important deal consummated was the closing of the contract of the Motorcycle Specialty Co. of Boston. The manager of this firm is E. H. Corson, who is perhaps one of the best known wholesale representatives for bicycles and motorcycles in New England.

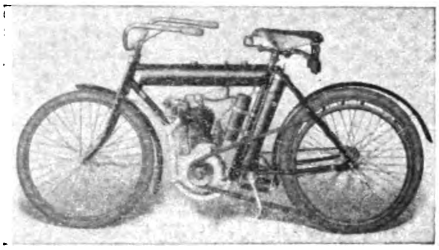
Mr. Corson will be the distributor of the Armac motorcycles throughout the New England States, which include Maine, New Hampshire, Massachusetts, Connecticut, Rhode Island and Vermont.

Armac Motorcycles

An authority says: "It has more vital good points than any other Motorcycles we have yet seen." The Armac Motorcycle has many exclusive features that is explained in detail in the new illustrated Catalogue. Send for it to-day.



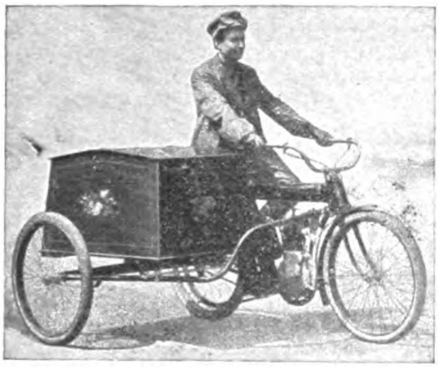
Armac Model A—$200.



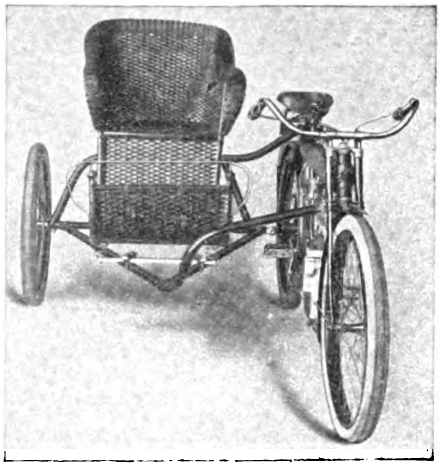
Armac Model B—$200.

$1,000 FOR ARMAC AGENTS

Prizes amounting to $1,000 will be divided among Armac Agents who sell ten (10) Armac Motorcycles from April 15 to June 15, 1908. Full particulars by addressing H. H. Thorp & Co.



Armac Delivery Boffl—$300.



Armac Side Car—$300.

H. H. THORP & CO.

Sales Agents for Armac Motorcycles

1221 Michigan Avenue, - - - Chicago, Ill.

E. J. Willis Co., No. 8 Park Place, New York City, N. Y.; Motorcycle Specialty Co., 258 Columbus Ave., Boston, Mass.; A. F. Chase & Co., Minneapolis, Minn.; Ralph Temple Automobile Co., 1221 Michigan Ave., Chicago.

Mr. Corson's long experience in the trade will be a great advantage in the distribution of the Armac in the East. He will establish agencies in all the principal cities in New England, and agents desiring to secure the Armac may correspond with the Motorcycle Specialty Co., - Columbus avenue, Boston, Mass.

The Armac side car shown on front cover of this issue is without exception one of the finest of its kind ever made in the United States. The side car seat is of automobile proportion, upholstered in leather, and is a dark maroon automobile finish. Underneath the seat is a large box or drawer for carrying tools, rain cover, lunches, etc., and the outfit touches on automobile class a little for size, although it is attached to a regular stock Armac motorcycle of 3 horsepower. This car is often seen on the streets of Chicago, and always attracts more attention than the largest automobile, and more than once when it has been stopped along the curb on the boulevards such a crowd would gather in short time that the police would be around with his usual "You'll have to move on with that automobile."

Occupying the car at the time this picture was taken is Mr. H. G. Hartenstein, president of the Armac Motor Co., his wife and daughter. The total weight of the passengers is over 500 pounds, and the weight of machine is something over 250 pounds; and even with this weight the machine is capable of passing any of the ordinary runabout automibile on the Chicago streets.

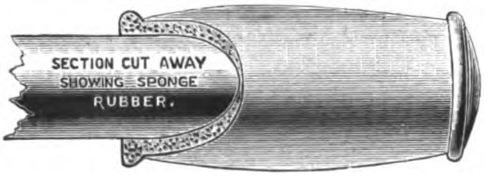
A catalogue of "Motorcycle Supplies," just received from F. A. Baker & Co., 37 Warren street, New York city, is the first complete catalogue of motorcycle accessories published in this country. All motorcyclists should possess one of these books, as it contains useful information.

We take pleasure in announcing an addition to the ranks of motorcycle representatives. The new firm is located in Chicago, Ill., and will do business under the name of American Motocycle Co. (not inc.), Hess & Frischkorn, Props. They will occupy the old stand of the Western Wheel Works at 497-499 Wells street. The well-known Indian machine will be handled. The store will no doubt be the finest in the West, being modeled after Ovington style.

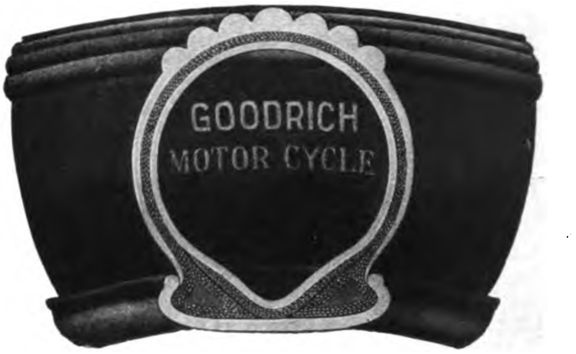
Regarding the members of the firm, Mr. Otto Frischkorn is a renowned century rider of 1897, holding long distance records, and has had five years' motorcycling experience, while Mr. Wm. Hess is a latter day motor enthusiast.

The store will be furnished with mission style furniture, lounging room for the boys, where they can read the latest motorcycle papers. Machines will be stored at a small cost. This is a convenience on account of its being but a few blocks from Lincoln Park.

The Mattson Rubber Company have made an important addition to their line of motorcycle grips for the year 1908; namely, a special motorcycle size grip, which is furnished for both ⅞ and 1-inch bars. This grip is 4½ inches long, and has extra heavy walls. This new grip, as well as the entire line, is made of a very fine grade of extra soft sponge rubber, and is fully protected by both domestic and foreign patents. They have also decided to put on the market a grip similar to their well-known "Perfection," but made to fit 1-inch bars. These grips have enjoyed great popularity from the early days of bicycling, and now that motorcycling has come to the front, they are even in still greater demand, on account of their ability to take up the vibration and relieve the hands and wrists like nothing else on the market at the present time can or will do. They can be obtained at all the leading jobbers and motorcycle supply houses.



The accompanying sketch shows the molded clincher motorcycle tire as made by the B. F. Goodrich Company, Akron, O.—the first manufacturers of the G & J type of tire. The first tires were turned out by them for the original owners of the G & J patents, Gormully & Jeffrey, Chicago, Ill. This explains the "Original American Clincher" feature in their ad on the inside back cover. The tire illustrated above is made in one weight only, with corrugated or Bailey tread, and is guaranteed for service on the twin as well as the single-cylinder machines. The style of construction is four plies of fabric with an extra heavy rubber cover built up on a ring, and molded in the same manner as the clincher automobile tire, and the manufacturers claim for it the same high standard of quality. The style of flap employed is specially designed to prevent pinching and chafing of the inner tube. The latter is made seamless and of pure para rubber.

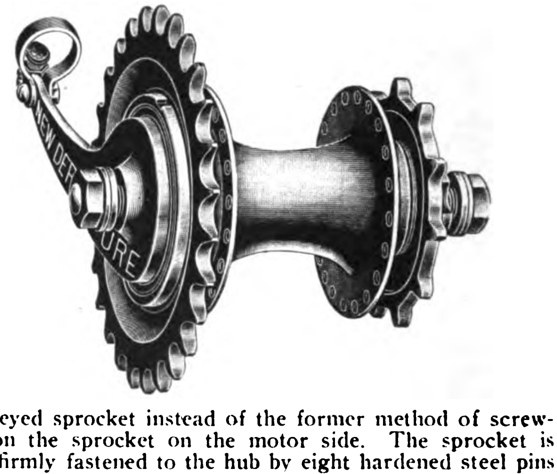


The fact that, among the force of men now making this particular tire in the Goodrich factory, there are several who have been on the job ever since the first G & J tire was constructed, which speaks well for the long time experience back of their manufacture.

The policy of the New Departure Manufacturing Company of Bristol, Conn., has always been to improve its product each year so far as possible. The new 1908 model of the New Departure coaster brake for motorcycles makes it stronger and more satisfactory without sacrificing in the least its well-known characteristics and simplicity.

The new model is made in two lengths over all—for belt drive, namely, 5⅝ inches and 5⅛ inches (from outside to outside of cone washers), and 5⅛ inches over all for chain drive. These measurements adapt the brake for use in the 1908 models of motorcycles.

For the chain drive, a very important improvement is the keyed sprocket instead of the former method of screwing on the sprocket on the motor side. The sprocket is now firmly fastened to the hub by eight hardened steel pins driven into the hub on a taper, and over this the sprocket fits tightly by means of corresponding slots. A lock ring holds all rigidly in position.



Among the advantages obtained by this improvement is that of making it unnecessary to remove the wheel from the rim to change or repair spokes. No special tools are required to remove the lock spring or sprocket. Another advantage is the convenience of stripping the threads.

The keyed sprocket becomes practically a part of the hub itself and is rigid, strong and reliable.

The new model of New Departure coaster brakes for motorcycles is made in two lengths over all for the belt drive; namely, 5⅝ inches and 5⅛ inches from outside to outside of cone washer, also 5⅛ inches over all for chain drive. These measurements adapt the brake for use in any of the 1908 motorcycles for the chain drive.

A very important improvement is the keyed sprocket instead of the former method of screwing on the sprocket on the motor side. The sprocket is now firmly fastened to the hub by eight hardened steel pins, driven into the hub on a taper, and over these the sprocket fits tight by means in corresponding slots. A lock ring holds all rigidly in position.

Among the advantages obtained by this improvement is that of making it unnecessary to remove the wheel from the frame to change or repair spokes. No special tools are required to remove the lock ring or sprocket.

Another advantage is the avoidance of stripping threads In fact, the keyed sprocket becomes practically a part of the hub itself and is rigid, strong and reliable.

The high standard of New Departure manufacture is maintained in this hub, and it is fully guaranteed against defect in material or workmanship. It is shapely in design and highly nickel finished. All of the essential features of the long-time famous New Departure coaster brake prevail in the 1908 model for motorcycles, with parts strong to withstand the severe strain.

Notice.

Manufacturers, jobbers or dealers of sundries or accessories for motorcycles desiring to supplement their newspaper ads. and other means of reaching directly the attention of motorcyclists are advised that a list of about eighteen hundred persons, all known to Mr. Whipple to be interested in motorcycles, has been carefully prepared an is kept up to date and may be employed by makers of lamps, bells, horns, tires, etc. Address Whipple the Motorcycle Man, 260 West Jackson boulevard, Chicago, Ill. Telephone, Monroe 3264.

Motorcycle License in New Jersey.

The Senate of New Jersey passed last night Senator Frelinghuysen's bill which amends the present automobile law of the State of New Jersey bearing his name. The registration fees are raised from the present rates of $3 for vehicles below 30-horsepower and $5 for those of 36-horsepower or more, to $3 for vehicles below 10-horsepower, $5 for vehicles between 10 and 30-horsepower, and $10 for vehicles of 30-horsepower and above. It increases the drivers' license fees from $1 and $2 to $2 and $4.

Provision is made for licensing by a blanket license cab companies operating adjacent to ferries, provision being made that they shall operate only fifteen miles within the borders of the State.

Manufacturers' licenses are to be issued annually at the fee of $25 for five cars. Not more than five cars can be driven under one manufacturer's license. If it is desired to register more than five cars under the manufacturers' license the fee will be $5 for each car so registered.

Motorcycles will hereafter pay a registration fee of $2 and carry such identification marks as may be prescribed by the commission of motor vehicles.

It is provided that all identification marks will hereafter be supplied by the State and shall be changed annually; also that the receipts from all sources shall be so distributed by the commissioner of public roads that those counties that have improved their roads by the county act shall receive their pro rata share with those that have been improved by the State road act. All registration certificates and all driver's licenses shall hereafter expire on Dec. 31 of each year.

Motorcycle Chicken Thief Visits Downey.

Citizens of Downey and deputies in the sheriff's office are on th elookout for a chicken thief with a lame left foot. A chicken grower in that suburb set a trap for a thief Tuesday night, and yesterday morning found blood-stained tracks which indicated the trail taken by a midnight marauder who made away with seventy chickens. The trail ended near a dry irrigation ditch, where the thief appeared to have mounted a motorcycle and started in the direction of Los Angeles.

After Shaving
use
MENNEN'S
BORATED TALCUM
TOILET POWDER

and insist that your barber use it also. IT'S ANTISEPTIC, and will PREVENT any of the skin diseases often contracted.

A positive relief for SUNBURN, CHAFING and all afflictions of the skin. Removes all odor of perspiration. GET MENNEN'S—the original. Put up in non-refillable boxes, "THE BOX THAT LOX." Sold everywhere or mailed for 25 cents. *Sample free.*

Guaranteed under the Food and Drugs Act, June 30, 1906. Serial No. 1542.
Try Mennen's Violet (Borated) *Talcum.*

Gerhard Mennen Co., Newark, N J

MOTORCYCLE SUPPLIES
• SEND FOR CATALOGUE •
MOTORCYCLE SUPPLY CO.
HAMMONDSPORT, N.Y.

Don't be caught Empty-Handed
Mr. Dealer!

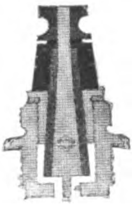
The fact that 75 per cent. of the leading motorcycle manufacturers have adopted the

SPLITDORF Motorcycle Plug

on their engines shows conclusively that you should always have a good supply of these famous Plugs on hand.

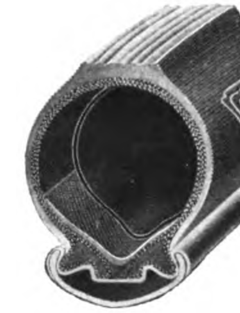
C. F. SPLITDORF

Walton Ave. and 138th St. NEW YORK.
Branch, 1679 Broadway.



The Advantage of a Double Clincher Motorcycle Rim and Tire.

At first motorcycles were equipped with single clincher rims and tires, but it developed that the single clincher one-piece rim did not possess sufficient strength and would not keep the tire from rolling off the rim.



To keep pace with the rapid improvement being made in motorcycles, experiments were begun by the G & J Tire Company of Indianapolis, Ind., to improve not only the construction of the rim but the tire as well, and as a result of these experiments and tests the G & J hollow, reinforced, double clincher rim and double clincher tire were adopted. This type of rim possesses that most important requisite—safety. It completely covers the base of the rim and having four points of contact, when under inflation, is so firmly held in position for the rider to make sharp turns at a high rate of speed with greater safety than is possible with a single clincher rim and tire. In addition to this, chafing and rim cutting are impossible and as the tire cannot be seated in the rim unless the inner tube is in its proper place it eliminates all possibility of pinching the inner tube when applying the tire.

The ease with which the Indianapolis G & J motorcycle tire is applied to or removed from the rim appeals to every motorcycle rider, and if he wishes to carry an extra casing the G & J will fold up in less compass than any other tire on the market.

To Study Religion by Motorcycle Route.

If the plans of Rev. Roy Brown, of Milwaukee, are realized, natives of the Philippines will be given an opportunity of learn'ng the benediction principles of religion from the seat of a motorcycle. Both Mr. and Mrs. Brown are missionaries familiar with the conditions in the islands, and Mr. Brown's cycling proposition, announced a few evenings ago, was received with much enthusiasm by a large assembly that had gathered to welcome the couple during their brief stay in the United States.

In adopting the motorcycle it is possible that the reverend gentleman had in mind the success with which that means of transportation has been used by a missionary in the Amoy district of China.

In this connection the death is noted of Rev. Edward Husband, vicar of St. Michael's Folkstone, England. The late vicar took a lively interest in all kinds of outdoor sport, and so keen was he on wheel exercise that he was known to a large portion of England as the "Cyclist Parson."

Motorcyclist Goes Some.

Two Ames College students have solved the rapid transit problem to a queen's taste. A student at the State institution owns a fine blue motorcycle and decided that a trip to Boone would not be amiss. Acting under these dictates he loaded up and was about ready to start when a brilliant thought entered his head. Why not take a friend with him? He had a chum at the institution who owned an ordinary bicycle. The two got together and evolved a scheme whereby both could come to Boone and neither particularly exert himself. A stout rope was secured and safely fastened to the seat of the motorcycle. It was then fastened to the handlebars of the bicycle and both mounted and started for Boone. En route to their destination the couple caused much comment, and on the streets of Boone caused many to stop and enjoy a hearty laugh, the spectacle being decidedly funny. The two machines were about ten feet apart, the men on the bikes having to make no exertion whatever in going and coming from the college town.

O. A. Huxsaw, the manager of the Home Telephone Company in Corona, Cal., who recently purchased an improved motorcycle, states that he covered 48 miles with the machine one morning, and is thoroughly satisfied with his investment.

C. I. Tully and H. C. Hathway, rural carriers out of Claypool, Ind., will distribute their mail from motorcycles. A. A. Mendel, manager of the Claypool Telephone Company, will also purchase a similar machine.

Motorcycle Wanted by County Prosecutor.

District Attorney J. D. Fredericks has filed with the Board of Supervisors a requisition for a motorcycle to be added to the equipment of the county's legal department. The machine is to cost about $200, and will be used by Detective Carey in serving legal papers for the district attorney's office. Captain Fredericks has an automobile but desires the smaller vehicle for use in cases when only one man is required.

Boston Police on Motors.

George W. Lyons, the new Western distributor of the M. M. motorcycles, has just received word that the Boston police department has mounted fourteen men on Marsh-Metz machines and that the motorcycles are doing great work. So successful have the police been in stopping the scorchers in the Massachusetts metropolis that a large addition is planned to the Boston police motorcycle stable during 1908.

The police chiefs all over the country, as well as the police commissioners, are advocating the use of motorcycles in the police department. Police Commissioner Bingham, of this city, in response to an inquiry from the Kansas City chief of police, said that the motorcycle has "produced such gratifying results in the New York Police Department that the machines are indispensable." They not only enable the officers to catch thieves but they also aid in bringing to book automobile speed violators.

Motorcycle Cops for Danes.

A wealthy Dane has presented his fortune to the government for the purpose of establishing a motorcycle corps in the Danish army. A body of troops of that kind will soon be organized and provided with 100 motorcycles, each of which will carry a hand machine gun patented by General Madsen, ex-minister of war. It fires 500 shots a minute. It will be the first regular army motorcycle corps in the world.

John H. Jones, of the Sparta Furniture Company, of Sparta, Wis., in company with Miss Anna J. Paley, of Milwaukee, Wis., contemplate a motorcycle trip early next spring. Leaving Milwaukee they tour via Pewaukie; Oconomowog, Ixonia, Watertown, Jefferson; thence via Madison, Baraboo, Reedsburg, Wonewoc, Tomah and Sparta. Mr. Jones has selected for his tour a 1908 Harley-Davidson motorcycle, equipped with tandem attachment, also luggage carrier, provided for suit cases, extra batteries, etc. Miss Paley, who is to accompany him, is one of Milwaukee's esteemed young ladies, whose disposition is love of adventure and out-of-door recreation, and will be attired in divided riding skirts, or bloomers, leather leggings, leather cap, goggles, etc, all of which go to fully make up a motorcycle touring campaign.

Motorcycle Dealers

Write Today for Special Distribution Terms on

PENNSYLVANIA
MOTOR CYCLE TIRES

Motorcycling is becoming one of the greatest of popular sports—to say nothing of its enormous utility value. We want every motorcycle dealer to co-operate with us in making this a record year in the motorcycle trade. We have a special proposition that offers big profits selling and specifying PENNSYLVANIA MOTORCYCLE TIRES. These tires will be the standard among motorcycle users, because they are built on the same principle as PENNSYLVANIA CLINCHER AUTOMOBILE TIRES, especially for motorcycle use. This is the one tire you should handle.

Send for our special distribution terms. **It will PAY you to get in QUICKLY on this.**

WRITE NOW

Pennsylvania Rubber Co., Jeanette, Pa.

ROYAL

by name—and royal in make-up and in performance is a good summarization of the

ROYAL MOTOR BICYCLES

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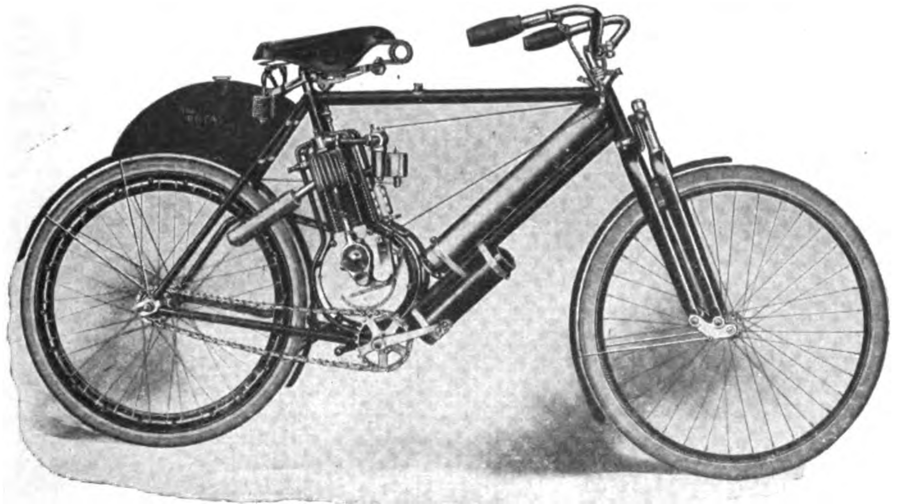

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FEWER FADS AND FRILLS

—and more genuine practicality born of nearly eight year's experience than is to be found in any other motorcycle on the market. Inquiry invited.

ROYAL MOTOR WORKS, Inc. WORCESTER, MASS.

Chased Motorist Five Miles.

After a mad chase of fully five miles, Sergeant Samuel Johnson, of the Brooklyn Headquarters bicycle squad arrested David Mahaney, 23 years old, and residing at 13 East Fifty-fifth street, Manhattan, at Richmond Hill.

Johnson was pedaling along the Merrick Road in Jamaica, when he saw a thick cloud of dust up the road and presently an automobile shot past him. Turning quickly, he gave chase, and for nearly five miles it was a tussle between a high power auto and a motorcycle, in which the latter was the victor.

Officer Johnson told the lieutenant at the desk in the Richmond Hill station house, that while Mahaney was operating his machine at a rate of 45 miles an hour, a companion in the rear kept watching the officer to see whether he was gaining.

A charge of violating the motor vehicle law was entered against Mehaney, and he gave $100 bail for his appearance in the Far Rockaway court.

Motorcyclists who desire to hit high speed in the city's busy thoroughfares do so at their own peril. Not a peril from collisions with cars or telegraph poles or manslaughter charges, but a more deadly peril—the policeman's flying billy. This is according to the statement of the riders themselves. During the past week there has been heard a half-muffled, half-hearted complaint from some of the motorcyclists against "cops" who throw their billies at the speeding cyclists. One complainant says that a policeman threw his club at him in Walnut street, said club, literally speaking, putting his lamp out. Had he not dodged, the victim says, his lamps, figuratively speaking, might have been put out, as the club sailed close to his head. It struck the innocent lamp on the front post of the motorcycle and spoiled its shape and its usefulness. Another cyclist reports that his gasolene tank bears a scar as the result of a hurled club. This club was well thrown and the shock nearly put the motorcycle out of commission. Both victims admit they were going some, but argued that the "cop" ought to warn them of his dissatisfaction first and then it would not be necessary to throw things. Seen from the cop's point of view, the club was doubtless much more eloquent and to the point than a warning by word of mouth. The mental picture of a burly guardian of the peace standing on a street corner yelling himself hoarse at a motorcyclist going 40 miles an hour brings a smile. The ordinary patrolman is not a very dangerous foe to the motorist or motorcyclist who is speeding on the outskirts of the city, unless the "cop" is a pupil of Hanrattle, and those are few, and the qualifications are many. But in the city he is likely and should by all means be the bitter enemy of the speed fiend who forgets human life and other persons' rights in his mad rush through space. However, the motorcyclists have, probably, a right to object against the throwing of clubs as an officer is not authorized to maltreat or damage property in enforcing the law, and therefore is not acting according to orders when he begins to throw things. At that his only critics would be the motorcyclists and naturally they would be sensitive about being a target for a mahogany club. Sacrificing their craving for speed while in busy and crowded thoroughfares would probably stop the club-tossing.

Jack Fecitt, Pioneer Wheelman, Now Rides a Motorcycle.

In all New England there is probably no better known wheelman than Jack Fecitt, of 341 Freeport street, Dorchester. From the way he piled up a mileage on his motorcycle last season there promises to be no better known motorcyclist.

Five thousand miles on a Marsh-Metz machine made by the American Motor Company of Brockton, Mass., is his record for eht first season after he really found a machine that suited him. Previously he had tried several other makes and found they gave him too much trouble, and instead of sticking to his bicycle.

Mr. Fecitt claims the honor of being the first American to ride a wheel, and it is believed there are few to come forward to dispute him. He did his first riding in 1869 in England, and a year later purchased his first bicycle.

To follow up his pioneer record, he became one of the founders of the first bicycle organization in this country when the Boston Bicycle Club was started. He was also a member of the famous Massachusetts and Roxbury clubs, and it was nothing for him to grind out 5,000 miles a year.

Mr. Fecitt is now just as enthusiastic a motorcyclist as he was a wheelman. "Now that I have found a reliable machine I am looking forward to all kinds of good times; trips far in the country and a good 1000-mile tour on my vacation.

"If some of my old comrades of the cycling days only knew the pleasures to be derived from a Marsh-Metz machine they would not be without one. As fast as I can reach them I am preaching the gospel of motorcycling into their ears with good results, but it is only the few tht I run across instead of the good many."

The American Motor Company, the makers of the motorcycle that Mr. Fecitt rides, have just opened their first branch store at 218 Clarendon street, Boston. Other branches are soon to be opened in New York, Chicago and San Francisco.

"We got the 23-tooth sprocket Saturday night, and the writer succeeded in cleaning up yesterday on the Williamsville road the $250 Thor machine, 1908 M. & M. and all others who showed any signs of speed. There were probably 50 motorcycles on the 20-mile stretch of macadam road, and the R.-S. was the king of them all."

The above is an extract taken from a letter received from F. F. Rick & Co., agents for the Reading Standard motorcycles at Buffalo, N. Y., under date of March 23, 1908.

ISTHMIAN CANAL COMMISSION.
Washington Office.
March 24, 1908.

The Reading Standard Co.,
Reading, Pa.

Gentlemen:—The Model D twin cylinder arrived yesterday, but I did not try it until to-day. Naturally I expected a fine machine, but was surprised to find that it exceeded my fondest expectations. I consider it the cream of motorcycles and do not doubt it will live up to it.

Wishing you every success, I am,

Very respectfully yours,
THOS. O. WANSLEBER,
728 Eleventh St., N. W.,
Washington, D. C.

Don't repair a puncture in a hurry—take time, do it well, use good cement, etc.

Don't forget to strain your gasoline.

Don't look into the gasoline tank with a lighted match or candle.

Don't blame the carburretor for all your troubles—look elsewhere first.

Don't fail to examine and clean spark plug and contact points once in a while.

Don't forget lubricating oil is cheaper than parts.

Don't always blame the machine—maybe part of the trouble is with the operator.

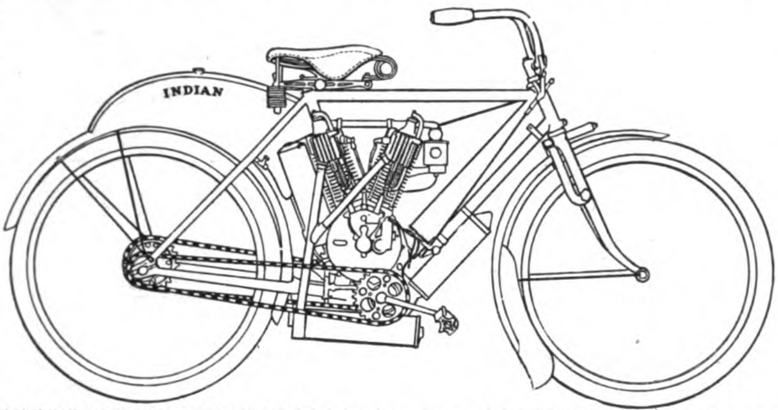
Don't ride through city streets with the muffler wide open and at high speed.

Don't buy a cheap motorcycle—buy the best. The Indian is considered the best—ask Indian riders.

Don't tackle a job on a motorcycle unless you know how—experience costs money.

Don't forget that there are good men who make a specialty of this work; so when in trouble see F. B. Widmayer, the Motorcycle Man, of 2312 Broadway, near 84th Street, New York City.

GET IN EARLY AND AVOID THE RUSH!



Each Succeeding Spring

The Demand for Indians

has taxed not only the factory but the Indian agents. For, of course, every purchaser has wanted his machine in a hurry.

He is a wise buyer, therefore, who takes time by the forelock and places his order NOW.

F. A. BAKER & CO.

37 Warren Street 1080-82 Bedford Avenue
NEW YORK BROOKLYN

New York, Feb. 15, 1908.

THE MOTORCYCLE PUBLISHING CO.

Gentlemen:—I enclose photo which I thought you could use in your prize contest. Some of the fellows in the club (N. Y. M. C.) were mean enough to say that that was the kind of machine I should always ride, as it is slower than a velocopede, as I am like the proverbial "cow's tail," always behind in our club runs. Be that as it may, it still remains that it is the only machine which I owned which did not give me any engine, valve or tire trouble, and puts Ovington to shame on his theory (or conundrum) of "Why is a magneto."

Hoping you can use photo, I am, Yours, etc.,

A. O. VIERECK.

N. S. U. MOTORCYCLES ARE TRUMPS

—THAT'S WHY HE LAUGHS—
and well he may, for, the man who rides the 1908 N. S. U. will be happy and contented.
HE'LL GET THERE
and HE'LL GET BACK
and what's more at the time set.
There are a few fundamental points of highest merit embodied in the N. S. U. which should be considered by every purchaser, these are:
The Standing and Experience of the Manufacturer;
The Care used in Construction;
The material employed;
The Appearance;
The Power;
Price.
IF you live in JERSEY write to me for information or list. Questions thankfully received.

AL. BARTSCH
Agent for North New Jersey,
ANDERSON STREET (Cor. Linden St.) HACKENSACK.

TIGER CYCLE WORKS CO.,
782 Eighth Ave., New York City,
ANNOUNCEMENT for FEBRUARY

1908 Models of
"CURTISS" MOTORCYCLES
Ready for Delivery.

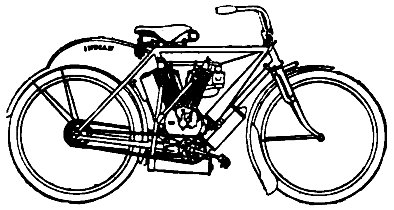
Notice:
More powerful than ever, which means still more speed. Improved to an extraordinary degree of perfection, which means Reliability and Satisfaction.

FULL STOCK OF SPARE PARTS ON HAND

No better opportunity than the present to have your machine overhauled and put in good order.
We have the men who can do it, in an expert manner.
We build machines according to your specifications.
All kinds of experiments worked out.

TIGER CYCLE WORKS CO.
782 Eighth Avenue, - - - New York City
F. A. M. OFFICIAL REPAIR SHOP.

1908 Motorcycles



INDIAN AND THOR
CHAIN OR GEAR DRIVEN.
ROYAL AND THEIM
BELT DRIVEN.

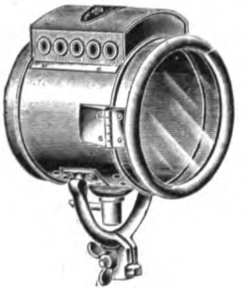
1908 Models now in stock—order now for immediate delivery. Special attention given to mail orders.

Send for Motorcycle and Complete Specialty Catalogue.

F. B. WIDMAYER
2312 Broadway New York City

20th Century

CONTAINED AND SEPARATE GENERATOR
BICYCLE, MOTORCYCLE, AUTOMOBILE & BOAT LAMPS & GENERATOR.
20TH CENTURY CATALOGUES.
20TH CENTURY MFG. CO., 19 Warren St. New York.



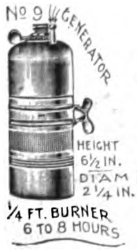
Construction the Best.

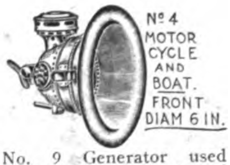
Finest Lenses.

Front diameter, 4¼ inches.

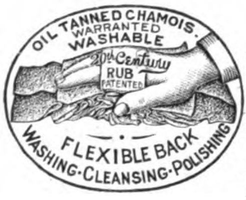
Brackets in Variety.

No. 67. SEARCH LIGHT.


No 9 GENERATOR
HEIGHT 6½ IN.
DIAM 2¼ IN.
¼ FT. BURNER 6 TO 8 HOURS

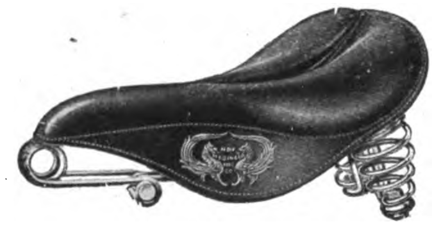

No 4 MOTOR CYCLE AND BOAT. FRONT DIAM 6 IN.

No. 9 Generator used with both Nos. 4 and 67 on motorcycle.



OF INTEREST TO EVERYBODY AND THEIR FAMILIES. Chamois in practical shape. Quality and Quantity equal to the best and argest whole chamois and for general cleaning and polishing purposes. 20TH CENTURY 'RUBS" are better and at one-sixth of the cost. *Clean your Bi- and Motorcycles with them.* Price 25c.

Mesinger "CAVALRY" Motor Saddle



The top is raised in front and back sufficient to prevent the rider from slipping forward or backward—is curled hair padded and has the form of a horseback saddle.

Length 12 inches, Width 10½ inches. Price $7.00.

Free action in front suspension spring. Enables the rider to proceed at high speed over all obstructions.

H. & F. MESINGER MFG. CO.
1801-1807 FIRST AVENUE, NEW YORK

Bull Dog MODEL B SUSPENDERS 50¢

Sensible, Useful Gifts for the Holidays

ATTRACTIVELY PACKED IN HANDSOME SINGLE PAIR BOXES

They contain more and better rubber than any other make, have gold-gilt non-rusting metal parts and strong cord ends that cannot wear through. The new back free action permits ease and comfort no matter what position the body may assume.

They outwear three ordinary kinds, which means three times the service of usual 50 cent sorts.

The Most Comfortable Suspender Made for Man, Youth or Boy In Light, Heavy or Extra Heavy Weights, Extra Long (No Extra Cost)

They make inexpensive gifts every man, youth or boy will gladly receive

HEWES & POTTER, Dept. , 87 Lincoln St., Boston, Mass.

Our useful Bull Dog Suspender Comb and Case mailed for 10c. postage. Instructive booklet, "Style, or How to Dress Correctly," free if you mention this publication

---

FOR SALE—M. M. 1907 model; good as new, Can be seen at Henry Heyers, Pacific St. and Bedford Ave., Brooklyn, N. Y.

FOR SALE—Four-cylinder motorcycle engine, in good running order. Box 159, Marshalltown, Iowa.

FOR SALE—M. M. Tri-Car, in first-class condition: $200.00 takes it; bargain. L. J., Box 1334, New York City.

SPOT CASH for a good motorcycle; cheap. B. P. McCormick, Monroe, Ga., Box 122.

FOR SALE—Indians, 1907, $120; 1906, 105; 1905, $70; Curtis, 1907, $100; Thomas, 2 h.p., $45; Columbia, 3 h.p., $40. All guaranteed. Will exchange with you. M. L. Van Keuren, 34 Cove Ave., East Norwalk, Conn.

FOR SALE—3-horsepower N. S. U.; magneto, lamp, horn, cyclometer, special tool kit; $165. Also U. S. U. Rigid Sidecar, practically new; $85. Dalton, 515 Lexington Ave., New York.

F-N FOUR CYLINDER—In First-class condition; is not scratched and looks like new. Will sell for $200. Terms: $50 with order and balance on delivery. Side-car, $75 extra. E. H. Alexander, Lexington, Ky.

N. S. U. MOTORCYCLE BARGAIN—3-horsepower, exactly like 1908 Model, in perfect running condition and looking like new, with extra engine pulley to raise gear, two 20th Century headlights, with tubing, gas bag and brackets, auto horn, trip cyclometer and new tire on back wheel; only $165.00 complete. *Also 1908 Models for immediate delivery.*

AL BARTSCH,
Hackensack, N. J.

FOR SALE—One 1907 Indian motorcycle in good condition, used but little. L. E. Lee, M. D., Weatherby, Mo.

"MOTORCYCLES AND HOW TO MANAGE THEM." 133-page book. Useful. Price, 50 cents a copy, or given with a year's subscription to The Motorcycle for $1.00. Address, 3 Broad street, New York.

FOR SALE—1906 Indian; fine condition, run only 2,595 miles. For description and price, address H. A. Anderson, 61 Chestnut St., Brattleboro, Vt.

FOR SALE—Double cylinder motorcycle engine; run on test only; 3x3¼, castings also. Photo on application. $65.00. Box 51, Highland Station, Springfield, Mass.

FOR SALE—Double cylinder six-horsepower Bradley Motorcycle. Good condition. V belt. Has long wheel base and 2½ tires. 420 North 32d street, Philadelphia, Pa.

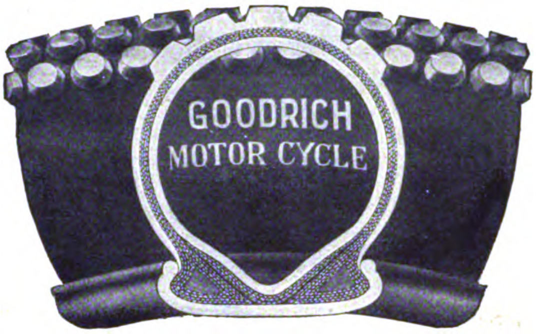
FOR SALE—1907 M. M. Has been used to demonstrate; enamel in good condition; extra casing and tube. Price, $115 W. W. Brown, Littleton, N. H.

FOR SALE—Armac motorcycle; fast machine; fine condition; need the money. $125. Address M. H. Mills, No. 454 Edward street, Kenosha, Wis.

BARGAINS—One 1908 M. M. "Special," fully equipped; never out of show window; two weeks old; $170. Also one 1908 M. M. "Special," still in crate from factory; $180. Both machines guaranteed for six months. Address, Box B., Care Motorcycle, 3 Broad St., New York City.

GOODRICH MOTORCYCLE TIRE

THE ORIGINAL AMERICAN CLINCHER.



Made in one weight only.

Strong enough for the largest and fastest machine and not too heavy for the light weight machine.

Made with 4 piles of fabric in the casing and with cover and tread of the toughest rubber—Goodrich Automobile Tire quality.

Proven good by cross-country runs and speed records. The fastest mile on record—26 2/5 seconds—made at Ormond Beach, Florida on

GOODRICH MOTORCYCLE TIRES.

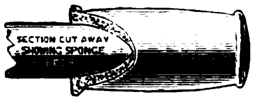
Compare carefully with the tire which is said to be just as good at a lower price. Note the weight, the heavier construction, and tough tread of the Goodrich Tire.

IT IS BUILT FOR SERVICE.

Bailey Treads supplied at additional cost of $2.00 per pair.

THE B. F. GOODRICH CO.,
AKRON, OHIO
Branches in all large cities.

To the Buyer of a 1908 Motorcycle



To make riding comfortable

YOU MUST USE

Mattson's Sponge Rubber Grips

If not regularly furnished on your new mount, specify them when ordering and get them without extra charge.

Insist on Having Them !

No other Grip can take their place to avoid "THAT NUMB FEELING" in hands and wrists ∴ ∴

All up-to-date manufacturers are using them. Leading jobbers everywhere carry full line.

MATTSON RUBBER CO., LODI, N. J.

Ask Whipple for

BARGAIN BULLETIN No. 2

It describes ten '07 Motorcycles, all best makes. On hand at close of season, all good as new—some never used. Tires unsoiled—some used to demonstrate with, but bright and new. All at sacrifice prices.

It describes five second-hand machines, every one in splendid form, having been put in trim by our expert repair department.

It describes our various lines of 1908 double and single cylinder Motorcycles, Attachments, Tandem, Fore Car, Side Car, etc.

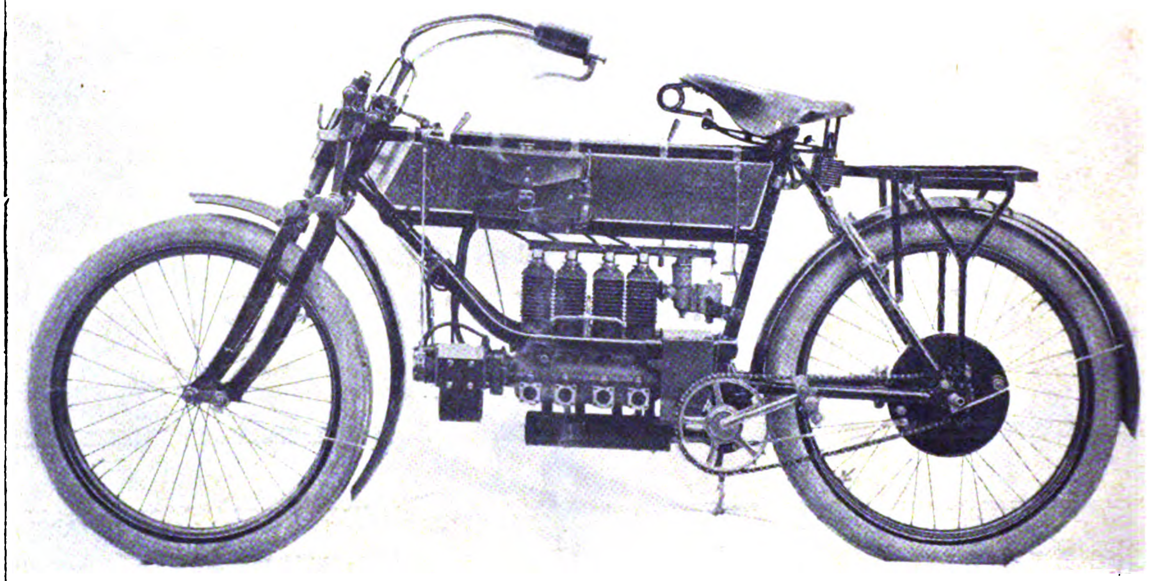
It describes everything in line of sundries, accessories, etc., that a motorcyclist might want. Every item and every motorcycle is priced right, and it is all plain, so you can understand it.

Send stamp and look for prompt response.

Whipple The "Motorcycle Man"
260 W. Jackson Blvd.,
'Phone Monroe 3264 CHICAGO, ILL.

1908$\frac{1}{2}$ Model

In response to an urgent demand from us, the Fabrique National d'Armes de Guerre, whom we represent exclusively in this country, have brought out a special model designed particularly with regard to the conditions existing in America. They will continue to make the model we have already announced as the 1908 Model, but at an extra price to us they will furnish a special machine which we shall call our **1908 ½ Model.** As this new machine is so much better suited to our roads, we have decided to discontinue the ordinary model and import only this special **F.N. BIG FOUR.** And, although the F.N. Company have increased the price to us on this special machine, we shall not alter our prices in America. We shall make up for the amount cut off of our profit by selling more motorcycles.



Difference between 1907 and 1908½ Models

LARGER ENGINE—The new machine will have a 5-h.p. motor instead of a 4½-h.p.

LOWER FRAME—A 2-inch lower frame will be employed. Formerly a 22-inch frame was used. Hereafter a 20-inch frame will be standard. On this frame a rider can easily sit in the saddle and rest both feet firmly on the ground.

HEAVIER RIMS—Much heavier rims than were used last year will be employed. And many will be glad to learn that an American tire may be used on these rims, as well as the regular foreign tire furnished.

EXTRA HEAVY TIRES—Tires fully twice as thick as last year will be employed. These tires have an unusually heavy square tread and are designed particularly for use on American roads.

LARGER MAGNETO—The magneto is a Bosch High tension one, but NOT the small type found on ALL OTHER motorcycles. Ordinary motorcycle magnetos are not ball bearing. The "Type F.N.," as Bosch calls it, is fitted with the highest grade of ball bearings. Furthermore the magneto being bigger the spark is much hotter.

MINOR IMPROVEMENTS—In addition to the above, larger holes are used in the tanks, so that even the largest garage funnel may be utilized. An improved method of covering the priming holes over the cylinders has been adopted. The mechanism for relieving the back pedalling drum brake has received attention.

The **1908 ½ F.N. BIG FOUR** is just two years ahead of all others. Not long ago single cylinder machines were used exclusively; now twins are rapidly coming into use. They **must** come to four cylinders. We'll have a chance to say "We told you so" yet—and perhaps sooner than generally expected.

NOW MORE THAN EVER, THE BIG FOUR WILL BE

"THE MOTORCYCLE FOR GENTLEMEN"

Ovington Motor Co., 2232 B'way, New York

NOV 5 1908

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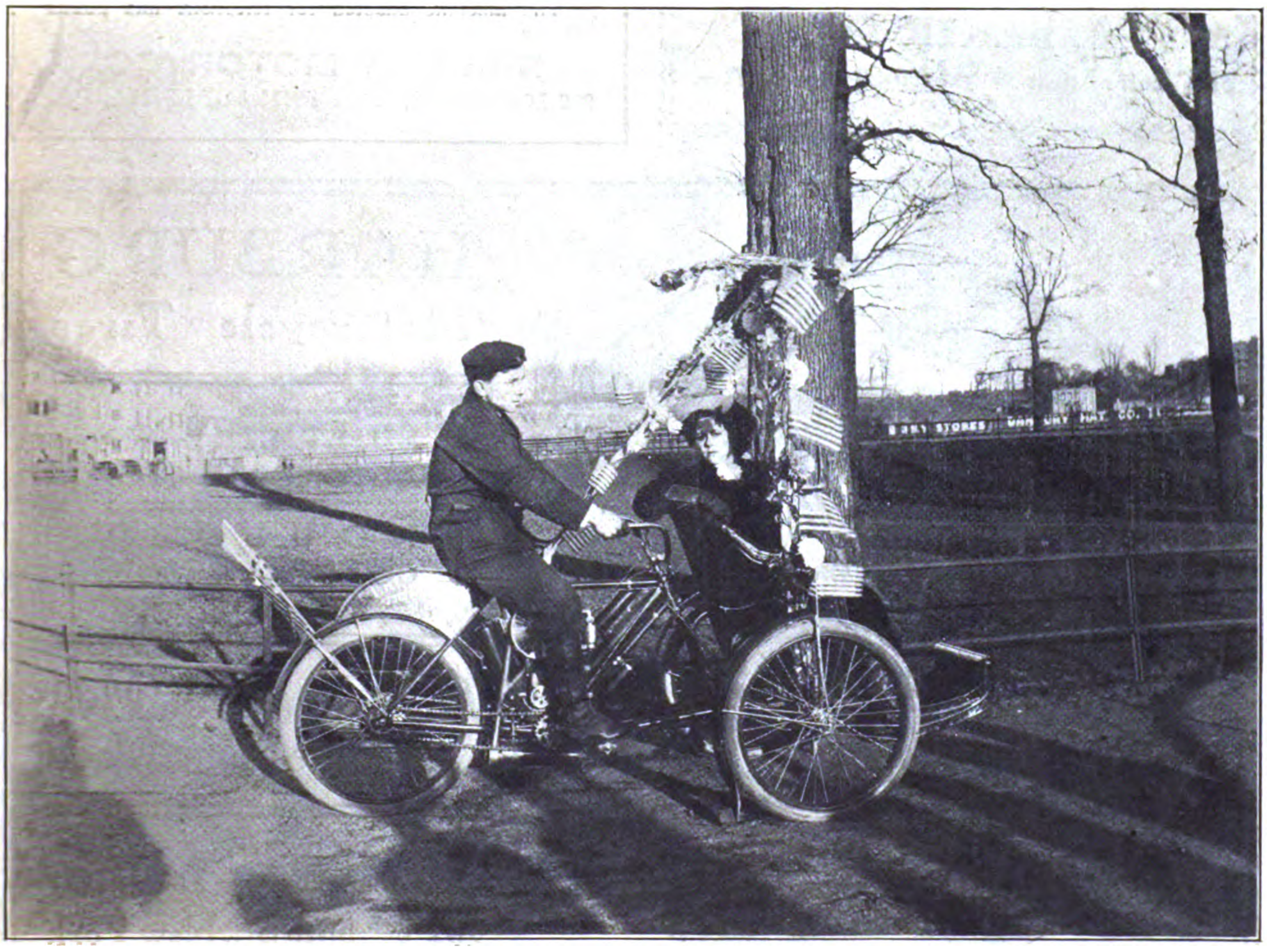
TEN CENTS

THE Motorcycle Illustrated

Published Monthly by the Motorcycle Publishing Co., 299 Broadway, New York.
Entered as second-class mail at the Post Office at New York, N. Y.

VOL. III NEW YORK, MAY, 1908 No. 5



IN THE NEW YORK AUTO PARADE. THE 1908 INDIAN TRI-CAR; ENTERED BY F. B. WIDMAYER.

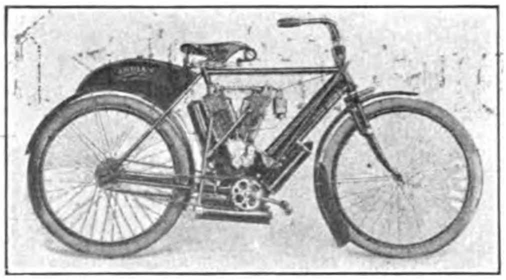
INDIAN MOTORCYCLE

Do you realize that the Indian has won

Every Reliability Trial, Every National Championship,
Every Economy Trial,
Most of the Hill Climbs

FOR SIX CONSECUTIVE YEARS?

An Indian holds the Trans-Continental Motorcycle Record. You know what you are getting when you buy an Indian.



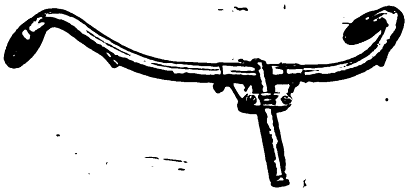
5-H.P. POPULAR MODEL FOR 1908.

Have you placed your order? Send for catalogue.

F. A. BAKER & CO.

37 Warren Street 1080-82 Bedford Ave.

DO IT NOW



Place a C-A SPRING ATTACHMENT on your handlebar. Relieve the strain on the wrists and arms. For Motorcycle and Bicycle.

For circulars and particulars write

The C-A Spring Handle Bar Co.

1931 BROADWAY, NEW YORK.

Bradley Motor Cycles

"BEST BY MERIT"

	Price
Model A—3 horsepower, single cylinder...	$200.00
Model A-2—6 horsepower, double cylinder.	275.00
Model B—3½ horsepower, mechanically operated valves with battery ignition..	225.00
Model B-m—3½ horsepower, mechanically operated valves with "Bosch" magneto ignition	250.00

The machine adapted for telephone and public service work.

BRADLEY MOTOR CO.

268 Diamond St., PHILADELPHIA, PA.

HARBURG - WIEN. MOTORZWEIRADREIFEN
28 X 2½
MADE IN GERMANY

HARBURG
Motorcycle Tires

BUILT LIKE AN AUTOMOBILE TIRE

MOULDED CONSTRUCTION

¶ The Strongest, Most Servicable Tire Made

Harburg Tire Co.
232 W. 58th St., New York

Telephone 5145 Columbus

The MOTORCYCLE ILLUSTRATED

Published on the first of each month by
THE MOTORCYCLE PUBLISHING COMPANY,
299 Broadway, New York. Phone, 7949 Hanover.
F. P. Prial, President.
Subscription One Dollar Per Year; Ten Cents a Copy.

New Ownership.

ON May 5th I bought this paper. Though two years old, it has not kept pace with the growth of motorcycling. There was, from the very start, a deadly lack of capital. That made for stagnation. Of late, too, there was discord between the proprietary interests. All this spelt futility, *non*-growth.

So, on May 5th, I stepped in as harmonizer, buyer, owner, whatever you will, and, in future, all departments of the paper will be in my hands. I founded *The Wheel and Cycle Trade Review* in 1885 and published it for fifteen years, during which time it was the *biggest* cycling paper extant. Then, in 1905, I founded the *Motor Boat*, and in less than a year it took *first place* among all yachting publications, here and abroad. Therefore I venture to say that I have the trick of success.

Motorcycle will be immediately developed on broad lines. All the factors known to modern paper-making will be utilized. The journal will aim to interest and inform. There will be much for the man who knows only the simple joy of motorcycling, and plenty, too, for the expert, the technician. The various making and selling phases will have ample care. The editorial policy of the paper will be above suspicion. No particular interest will have the private ear of the editor.

However, I would not promise too much. Motorcycle, month by month, must and *will* speak for itself. Each issue surely will show constant improvement, the stride upon stride towards the ever receeding ideal. But to accomplish anything I must have cordial and ready support. I want suggestions, facts, news, stories, pictures, *criticism;* above all, I want good will. I want business, too; plenty of it. And I will make good to the advertiser. The specialized paper of to-day must *sell the goods.* Motorcycle will do that; it will be a potent salesman.

So watch us closely, and please pass the word around among your friends. Tell all the brothers that things will be doing, starting with the June number. Drop in.

Francis P. Prial,
299 Broadway, New York.

MOTOR COPS IN KHAKI.

Toledo motorcycle policemen will be put into khaki for summer costume, and will have much the appearance of Uncle Sam's mounted forces. Toledo has reason to be proud of her motor cops, as they are familiarly called, for they have well-nigh revolutionized the manners of motorists in that city. Speed law violators now realize that there is something more than moral suasion in reserve for them, and that the Golden Rule has a distinct application in their cases.

GOOD SOUTHERN ROADS FOR CYCLERS.

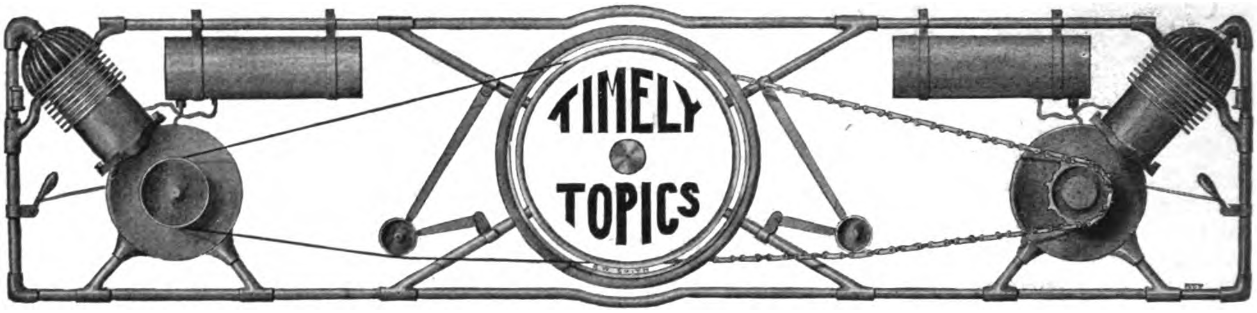
Motorcycling in the South is receiving a tremendous impetus from the era of road building that has been inaugurated of late years. Throughout Georgia a large amount of modern highway has been constructed, as the direct result of a demand for better conditions on the part of cyclists and motorcyclists. The new shell road between Houston and Galveston in Texas, which is some sixty miles in length, will be one of the finest roads in the South, and add greatly to the number of motorcyclers living in and between those cities.

MOTORCYCLES FOR FIRE USE.

A fire-fighting motorcycle is the latest novelty among the two-wheelers. It carries a reel with 100 feet of hose, and is so designed that it can make speedy runs to the scene of the flames. The hose carried is of a standard size and can be fitted to the nearest hydrant. Such machines are now in use in several cities throughout Italy, and fire chiefs in this country are seriously considering their use over here. Some experimental work to this end is already under way by American designers.

A MOTORCYCLE TOWN.

Riverside, Cal., which by the last census is credited with slightly under eight thousand population, is unusually strong as to motorcycle enthusiasts. According to the municipal statutes each machine must be registered at police headquarters, and at last accounts there were eighty-six actual owners in the town, with a number of prospective purchasers still trying to make up their minds as to which machine is the best for their money. A club and adequate club quarters are now taking shape.



American vs: Foreign Motorcycles.

The American Viewpoint

By Edgar C. Fuller

Editor Motorcycle Illustrated.

Dear Sir:—I have for a long time been very interested in the articles which have appeared in your columns regarding the American as compared with the foreign motorcycles. I have for a long time disagreed with the conclusions of many of the writers, but owing to the fact that I did not know much about foreign machines I have kept my mouth shut and my eyes open. I have also discussed many of the topics treated by your correspondents with a friend of mine who is studying engineering at Stevens' Institue. Together we have since come to conclusions which I beg leave to discuss in your interesting paper.

In the beginning I wish to state that I disagree radically with Mr. Ovington as regards magneto ignition. I believe that the chief grounds upon which he bases his advocacy of magnetos are: that magnetos are more reliable than dry cells, that they are cheaper, and that they add speed and power to a machine. I differ with him as to the truth of all these statements; indeed, it seems to me that there is no doubt that the contrary is true.

In the first place, as to reliability. The high tension magneto as used on the F. N., N. S. U. and other machines is composed of very many delicate parts, requiring an accurate adjustment in order to operate with any degree of satisfaction. It is well known that the liability of a machine's breakdown increases almost directly with the number and smallness of the moving parts. It seems to me hardly fair to assume that a magneto does not follow this general rule. I fail to see why magnetos are relied upon to do their work without attention when all other electric generators always have skilled electricians to watch them. However, aside from that, it is certain that every magneto is subject to breakdown through wear. Every magneto has to have some sort of brushes rubbing upon a revolving ring of metal attached to the armature. They must rub fairly hard and go without lubrication in order to assure a flow of current. As a magneto for a two or four-cylinder machine has its armature, making, with ordinary road gear of six to one, the enormous number of 95,000,000 turns in every 500 miles, it can easily be seen that sooner or later something must be worn away and a breakdown result. Beside that, there is the heating effect. In all dynamos heat is given off when electricity is being generated. This heating effect is provided for on all carefully designed machines by allowing free access of air and by using a suitable type of armature. Magnetos are tightly enclosed and have a type of armature that was discarded long ago on other electric machines because it gave off so much heat as to interfere with the running of the machine. As the wires in magnetos are insulated mainly with wax (paraffine) or shellac, both of which melt at a low temperature, this fact renders them particularly liable to short circuiting. If a short circuit occurs in a magneto it is practically ruined. If from any one of the thousand and one things which go wrong on even the best machinery a magneto gets out of adjustment, it will cripple the whole wheel. Mr. Ovington himself has written of such a case where the services of an expert were required to get the motorcycle back into service. Imagine going to an expert and losing the use of one's mount for a thing like that! No dry cells would do that for a machine. If a rider cannot fix his magneto himself on the road if it goes wrong, I cannot see how he can put reliance in it.

It seems to me that there is a lack of protection for a magneto. In case of a fall or a collision it seems to me that the position of most magnetos, notably the one on the F. N., renders them liable to damage. Almost the slightest injury would put a magneto out of commission.

Another thing is that very few people can tell when a magneto is about to fail. Experts in that line are very few. Besides, a magneto can give out without warning; a dry cell, never. When a magneto gives out, it means a repair or a new magneto, both of which cannot be had on the road. If dry cells give out, it simply means either that new ones must be bought or that the batteries must be given a chance to recuperate. Dry cells are sold all over the country almost as universally as gasoline, so there is not much trouble in getting an entirely new set anywhere. Failure of dry cells means a short, failure of a magneto, a long walk.

A word as to cost. Assuming that a set of dry cells will run a machine a thousand miles (they will with care) for the price of the cheapest magneto one can buy dry cells enough to run 85,000 miles. To the cost of the magneto must be added the cost of repairs, the amount of depreciation, etc.; for most machinery this figures out about 10 per cent. a year. As 8,500 miles is a fair number to go in a year, it will make the cost of maintenance of the magneto equal to 100 per cent. of the original cost. By the time a man is through riding, he will have saved enough on dry cells to buy his son a new machine. Brothers, use dry cells!

Nor is this all. It takes power, which means gasoline, to generate current. A battery of dry cells will give 90 watts, a magneto twice as much. (Authority, Mr. Ovington.) .746 watts are given by a horsepower. That makes the power used by a magneto nearly ¼ horsepower. One-quarter horsepower would use a pint of gasoline in an hour. With gasoline at 20 cents a gallon, it would cost five-eighths cent per hour to operate a magneto. If the distance given above were covered at 20 miles an hour, the cost of the gasoline would be nearly $30. This is trivial, but I think it disposes of the economy arguments.

As to speed, I think that part of what has gone before—that is, the relation of magneto ignition to power—will settle that question, for it is very evident that anything which takes ¼ horsepower from a 3 or 4-horsepower machine must make it slower than a machine not thus handicapped. It is said that a hot spark makes an engine more powerful, or that the hotter the spark the more power an engine will give. This is not true. I will not go into detail, but Dugald Clark, the most noted authority on gas engines in the world, proves in his work on the gas engine that as long as a charge of gas is ignited, the slower the flame spreads the more power it gives. Other experiments have proved the same thing. I think that the F. N. is a confirmation of that view. Would anyone think of matching an F. N. machine with a 4-horsepower Indian or a 5-horsepower Curtiss? If they did, the result would surely confirm my statement.

The great trouble with foreign machines is their complication. The rider of the average foreign machine has more things to manage than the driver of a locomotive. This must surely detract from his pleasure. The chief beauty of a motorcycle is not the fact that it runs on two wheels, nor that it is cheap, as foreigners seem to think, but that it is simple and does not require too much attention. As a matter of fact, some of the foreign machines are automobiles in everything but the number of wheels and comfort. If a rider has to think all the time which string to pull, there is little time for him to think about scenery or the pleasure of riding. The worst thing about all the complication is that it is rendered necessary by the stupidity of the designer. First, he builds a single-cylinder machine. He finds he has made it too heavy to stop easily. Then he puts on a band brake. After that he thinks of an exhaust lift, a spark control, a throttle and a few other gew-gaws. When he is through he finds his machine slow on the levels or else that it can't climb hills. Then he adds on a few cylinders. They improve things, but then two-cylinder American machines can beat him as long as he sticks to his road gear. Then he puts on a two-speed gear. Now the machine is so heavy that the motor labors and jerks the cycle. Then he puts on a four-cylinder engine, and "it's two years ahead of the rest" in imitating a road locomotive. He makes a noise like an auto, wears out tires and gears like an auto, comes limping home on three or two of his four cylinders, costs like an auto, and is beaten by the rest of the motorcycles—just like an auto. He next tries to persuade himself that the faults of his machine are virtues.

Another great fault of the foreign machines is their weight. This is due in part to the magneto, which is very heavy for such a small thing, but more largely to the fact that the forign designer has absolutely no idea as to apportionment of metal, building a machine which requires a much larger amount of strengthening than would a better designed machine. In other words, instead of eliminating useless weight, he has to strengthen the parts made too weak to stand the strain thrown on them by the presence of that weight. To the weight already present he adds the weight of the various levers, Bowden wires, etc., necessary to operate the machine as he has designed it. Taking the figures you gave in your April number, I have drawn up the following comparing the weights of the various models of the N. S. U. with those of standard American machines. I take the N. S. U. because it is the only foreign machine the weight of which is given:

N. S. U.—3-horsepower; bore, 2¾ inches; stroke, 2¾ inches; weight, 140 lbs. 3½-horsepower—Bore 3¼ inches; stroke, 3⅜ inches; weight, 170 lbs.

Indian—2¼-horsepower; bore, 2¾ inches; stroke, 3¼ inches; weight, 125 lbs.

M. M.—3-horsepower; bore, 3¼ inches; stroke, 3¾ inches; weight, 135 lbs.

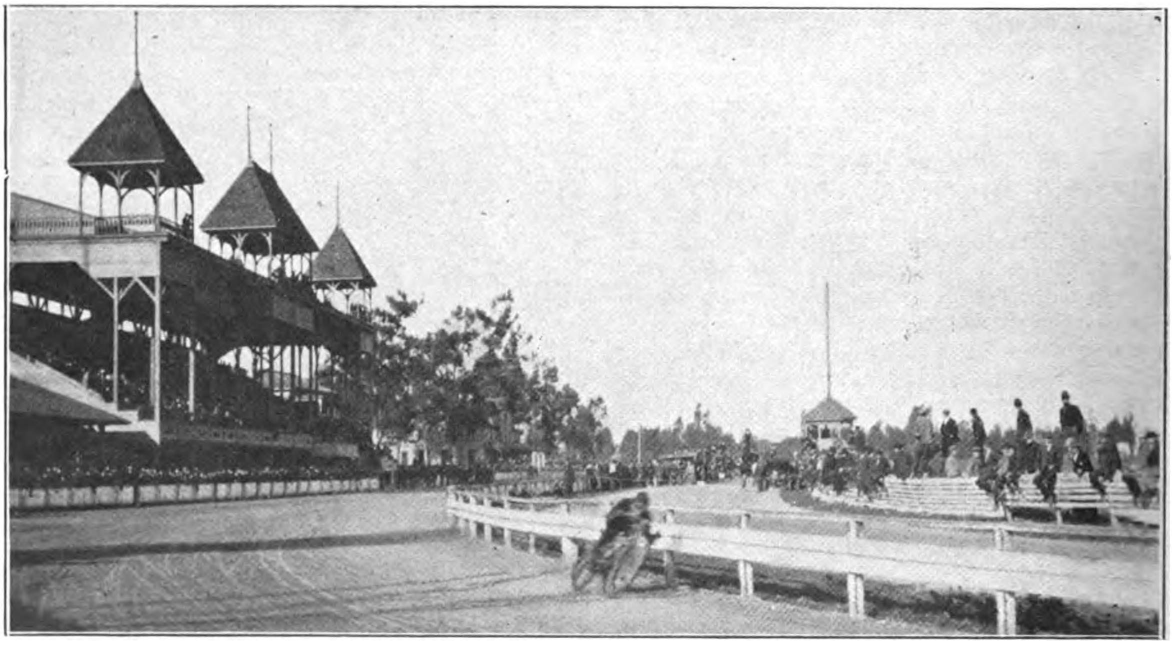
This shows a difference in favor of the American machines of from 15 to 35 lbs. I did not pick out either the M. M. or the Indian on account of their light weight—there are several lighter machines—but I took these to be average in weight. For instance, the Curtiss, with only one-eighth inch less bore than the N. S. U., is nearly 50 pounds lighter.

What is the result of this extra weight? Loss of ability to start and stop quickly, lack of safety, owing to the difficulty in stopping or starting quickly, either poor hill climbing ability or slow speed on the level, necessitating the use of a two-speed gear with its bother, expense and unreliability, and shortened life.

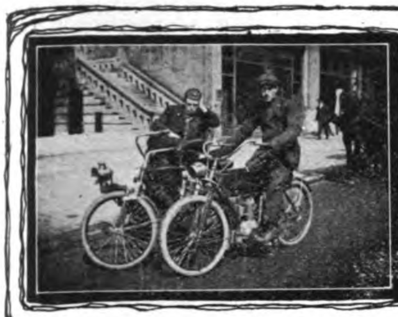
Here some people will object, claiming that a band brake is liable to stop that heaviest machine. It will; but an equally powerful brake will stop a lighter machine much sooner. Some people will object to my statement that American machines are faster than foreign machines. I claim that with ordinary road gear and in the hands of men who do not make a business of riding, they are. For instance, there is a 2-cylinder N. S. U. in this neighborhood which I beat easily with my 1905 Marsh every time we come together. Again, just yesterday I had a race with an F. N. rider over a bad road and beat him easily, too. I must admit that his engine was running badly; but although I met him later in the day he had not gotten his machine in trim yet. I believe speed is the ability to go fast all the time. not at special times. Have foreign machines won any hill climbs against American machines? I am not sure upon this point, but I believe that they have been defeated in every hill climb on this side of the ocean. Of course, that is hardly a very good test, for hill climbing is dependent on the skill of the rider and the choice of the right gear, but as hill climbing ability means, with the above conditions left out, light weight with high power, I think I can state that foreign machines have always been beaten.

A word as to reliability. I think I can state with assurance that the experience of observing riders has been that of all the machines which have been seen giving trouble on the road, one-half have been foreign machines, and that of this number about 90 per cent. of the riders of American machines and 10 per cent. of the riders of foreign machines have been able to find the trouble and correct it. Reliability, I believe, is almost as much a matter of machines being so built that any trouble can be easily found and corrected as being so built as to run for a maximum time without trouble. In this connection I wish to state that I do not believe four cylinders more reliable than one, for it is capable of mathematical proof that four cylinders are four times as liable to breakdown as one. While it is less likely that all four will fail at the same time, yet anything which would make one cylinder balk either would be so insignificant as to render a moment's work enough to fix it or so serious that it would need instant attention. Mr. Ovington has told us how often one or more of his cylinders has given out and how he rode home because the others kept on. It seems to me that the one cylinder of an ordinary cycle does not give out as often, thus confirming the mathematical proof.

Why then multiple cylinders? There are two answers: for speed or imitation. For foreign machines to compete with native machines they must have higher power. It is inconvenient to have all the power in one cylinder, therefore more than one must be used. If a motorcycle is to be built as much like an auto as possible it must have four cylinders and shaft drive. The claim that four cylinders possess more pulling ability is absurd, for if they did the extra power would show on the brake test for horsepower and the rating would be higher. They are better balanced, but as there is no jar from the engine on a good motorcycle a less jar is impossible. On the other hand, many cylinders give more trouble than one, cost more, make more noise, and either render necessary a frequent renewal of batteries or the use of a magneto, a thing which can never be depended on. This last statement is proved practically by the fact that all automobiles equipped with magnetos are also equipped with batteries, and that of all the automobiles so equipped (with high tension magnetos) fully half are to-day running on the batteries because it is impossible to keep the magnetos in order. This last statement I make upon the authority of a chauffeur who has had his own experience with a magneto. I do not feel that I have completely proved my case, owing to the fact that while every statement I make is, I believe, capable of proof, I have not the time nor you the space to give that proof. However, if any reader would like that information, and you would grant me the use of your columns, I will be glad, if possible, to satisfy him.



AT LOS ANGELES, FEBRUARY 22. P. J. Q. DERKUM MAKING NEW WORLD'S TIME TRIAL RECORDS, ONE TO TEN MILES, 1 MILE, 1.04 1-5; TEN MILES, 10 MIN., 2 SEC.



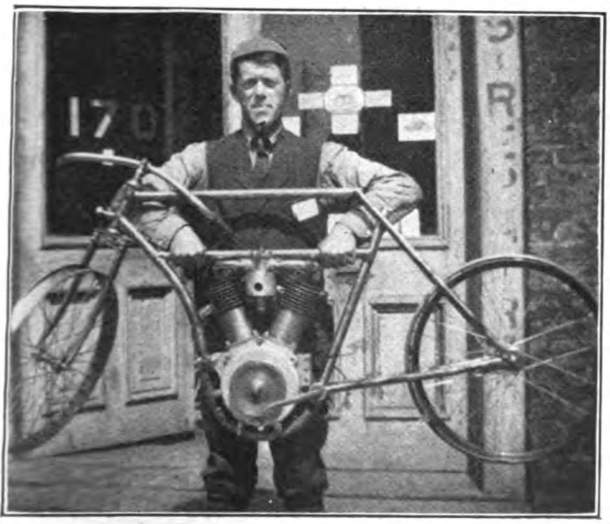
1908 MOTORCYCLE PROSPECTS IN CHICAGO

According to present indications, the season of 1908 will be "boom year" for the Middle West as far as the motorcycle game is concerned. As Chicago is the city of the Middle West, a considerable portion of the trade will center there, and many of the manufacturers have realized this and established branches there or at least given particular attention to the selection of their representatives in Chicago.

The motorcycles have taken space along Michigan avenue in the locality known as "Auto Row." In the heart of this district four large motorcycle concerns are represented, and the volume of business already done has amply repaid them for the large initial outlay necessary to locate on the aristocratic "Row." The four firms mentioned are: The Aurora Automatic Machinery Co., 1470 Michigan avenue; H. H. Thorp & Co., 1221 Michigan avenue; The Hendee Manufacturing Co., 1251 Michigan avenue, and the Excelsior Auto Supply Co., 1436 Michigan avenue.

Mr. A. C. Andresen, manager of the Chicago branch of the Thor factory, said regarding the trade prospects:

"They couldn't be better. We are favorably located, our machine is well known, the factory is near at hand, and what is still more important, the public want motorcycles. They want good ones, and they want them now. We are fixed so that we can meet the buyers half way and show them machines to suit every taste and pocketbook."



GEORGE LYONS AND HIS NEW RACER.

George Lyons, manager of the Speed Shop, located at Thirty-third street and South Park Boulevard, was optimistic over the outlook. "If I can only get enough machines to supply the demand I will soon be on 'Easy' street. At present my entire stock has been disposed of and I have booked numerous orders for future delivery." Mr. Lyons is also interested in the racing game. A very speedy looking machine has been recently turned out of his shop. Regarding it, Mr. Lyons said: "Well, it ought to hump some. The best is what she is made of, and if she only comes up to the reputation of her French 'P. F.' motor there certainly will be some fast going around here."

MR. J. S. WOODWORTH OF THE EXCELSIOR COMPANY.

Mr. J. T. Fisher, who is managing the Western branch of the Indian factory, said: "My highest expectations have been surpassed. The name Indian seems to be magic in the motorcycle world, and in all my automobile career I never was so busy as I am now. The motorcycle is the thing."

Mr. Boardman, of the H. H. Thorp Co., was all smiles when asked his opinion of the present season. "Why," he said, "it's great, simply great. If the factory can only turn out enough machines to supply our agents everything will be fine. We have not missed a day yet that at least three agencies have not been closed and as high as seventeen have turned up in one day's mail. The Armac is

Thor MOTORCYCLES Thor

THE HOME OF THE THOR IN CHICAGO.

'right,' and cannot fail to make good in the hands of the novice or expert. The present season is 'hay time' for the game and more motorcycles will be sold this year than in the entire past."

I. H. Whipple, 260 W. Jackson Boulevard, was, as usual, enthusiastic (only more so). He fairly bubbled with good nature and optimism. "Does it look good?' he exclaimed, showing the stubs of his receipt book. "Looks as if there was no trade in the second-hand line, too—not!" he said, showing his second-hand list badly covered with numerous sold checks. "Really, I have hardly had time to eat since the fine days have set in. I simply cannot get enough machines, and as far as accessories, clothing, etc., are concerned, it seems that all the West Side has taken a motorcycle turn of mind, and they all drop in on me at once. The long expected boom is here, and from now on the motorcycle dealers will be rolling in wealth—figuratively speaking, of course."

Mr. J. S. Woodworth, vice-president of the Chicago Motorcycle Club and sales manager for the Excelsior auto-cycle, said, when asked his opinion of the game, "Well, the only thing I can find fault with is the fact that the supply is wholly inadequate to the demand. The country trade is begging for machines, and I have to almost steal them from the factory in order to fill my orders. The factory is working at its utmost capacity to even partially supply the demand, but as machines are turned out comparatively slow on account of the exceptional care taken in manufacture, we are steadily dropping behind in our orders. Nineteen eight should, and certainly will, be a banner year for the motorcycle game."

Many other men were questioned, and all were enthusiastic over the prospects excepting a policeman. He was gloomy. "Faith, and don't I have enough trouble with the autymobeels without thim blamed two-wheeled streaks? They carry no numbers—you couldn't see 'em if they did; they all look alike, and when they try to get away, sure you might as well try to hit a humimn' bird with a billy as to catch this!" Sad but true.

A PROMISING LOOKING MACHINE.

WAS FEATURE OF PARADE.

Among the attractions in the large automobile parade held in New York City on the evening of April 7 was the decorated 1908 twin-cylinder Indian motorcycle and tricar entered by F. B. Widmayer, of 2312 Broadway, the Indian agent. This car was operated by Mr. Lee Ruck, and the fair lady in the front is Miss Alice Wells. The car was tastefully decorated with flowers, bunting, Chinese umbrella, streamers, and was lighted up by 26 special Tantalum electric lamps run by three sets of storage batteries. The effect of these new white lights was very fine. Mr. Sullivan also had a decorated Indian tri-car in parade. Mr. Chappell had an N. S. U. tricar and Mr. Ovington a F. N. motorcycle decorated with electric lights.

WESTERN MAKERS HUSTLING.

An Eastern motorcycle manufacturer who has been looking over his agencies in Chicago and other cities of the Middle West, gives some interesting details as to the proportions to which this industry has grown. His factory, he says, is working overtime and will turn out 5,500 motorcycles, as against 2,500 last year. A gratifying proof of the reliability of the modern motorcycle was brought to this gentleman's attention while he was in Olympia, Wash., recently. He was introduced to a physician who was still using a 1900 model of this manufacturer's make, No. 21, and which the owner stated had been used almost daily for professional purposes. The total mileage made by the machine had then exceeded [illegible]00 miles.

F. A. M. Stands For Genuine Amateurism.

The Motorcycle Illustrated
3 Broad Street, New York City.

Gentlemen:—Enclosed please find copies of communications which explain themselves, and also my reasons for sending them to you.

Yours very truly,
R. G. Betts

March 31, 1908.

Editor The Motorcycle,
Coventry, England.

Dear Sir:—Your valued favor of 12th inst. is before us. As at about the time of its receipt there was also received a communication on the same subject from the secretary of the Autocycle Union, I am enclosing a copy of the reply which to-day has been made to that gentleman, and which I believe fully explains the situation and our position. If this proves not the case, you have but to say the word to have any further inquiry answered, or any further information supplied, and very cheerfully.

Although Mr. Theodore K. Hastings no longer is a vice-president of the F. A. M., he still is a member of it, and as you say you have sent to him, and also to the editor of Motorcycle Illustrated, a copy of your communication to me, I am doing likewise in respect to this reply.

Respectfully,
R. G. Betts President.

March 31, 1908.

Secretary Auto-Cycle Union,
18 Down St., Picadilly, London.

Dear Sir:—Your unsigned but esteemed favor of the 12th inst. is received. The statement which appeared in the Bicycling World is merely a statement of a self-evident fact based on the amateur rule of the F. A. M., which is as follows:

> An amateur shall be construed to be a man who has not competed in any sport against a professional or for cash, whether in the form of prizes, wagers, gate receipts or "appearance money"; who has not sold or otherwise realized pecuniary benefit from a prize, and who does not engage in competition as a means or a partial means of livelihood.

The language of this rule is so clear that I think you will agree that it is not capable of misunderstanding or misinterpretation. The published statement to which you refer was inspired by an item which appeared in one of your own journals, and also by the fact that at about the same time an American who contemplates a visit to your shores had made inquiry of Mr. Roland Douglas, chairman of our competition committee, and obtained an opinion to the same effect. This organization, like practically all other sports-governing bodies, recognizes but two classes, amateurs and professionals, but naturally it is the privilege of promotors to restrict their events to private owners or to limit them in any other way, so long as such restrictions do not infringe our amateur rule.

The last copy of your rules of which we are possessed are those adopted in 1905, but we are not wholly unfamiliar with the two classes established by you; i. e., trade riders and private owners, nor are we unaware that such clasification is based on the fact that motorcycle competition in its broadest sense is not an athletic sport. I trust, however, that I am not overstepping the bounds of tactfulness when I state that in my opinion sportsmanship is not a thing to be measured or limited by the size of a man's muscles or his strength of wind, or by the instrument which he employs. Esteeming it a test of speed, skill and courage in which the one-man factor is dominant, the F. A. M. regards the man and not the machine as the master, and has placed motorcycling in the realm of sport, of which the amateur definition is the foundation; and I am not unhopeful that the time will come when the man who is a professional in any sport will be universally regarded as a professional in all sports, for it appears logical that that which is not a sport is a business or profession.

Earlier in the career of the F. A. M. a lapse in its rules made it possible for a limited number of professional cyclists to compete as amateur motorcyclists, a fact which caused continuous disturbance and which even brought objection from one of our allies, of which there are three: the Amateur Athletic Union, the American Automobile Association and the National Cycling Association. The mistake in question has been rectified, and I feel quite certain that you will admit that it scarcely would be consistent or proper did we recognize as legitimate, when committed abroad, that which our rules specifically define as illegitimate on this side of the water.

I note that your rule, which applies to the private owners' class, does not require that it be restricted to amateurs, and that it does not prohibit the competitors from accepting cash in prizes, even though this practice may not prevail. Our understanding that they were given their choice of medals or money was conveyed by a gentleman who stated to me personally, and to others, that he was offered that choice. I may add that we do not consider mere trade connection as prima facie evidence of professionalism, and that, therefore, your "trade riders' class" also would seem automatically to professionalize any American who might be forced, because of his occupation, to compete in that class.

We are not insensible of the desirability and the stimulating effects of international competition, and at any time that suits your pleasure we are quite ready to enter into any negotiations that may assist in promoting that end.

May I also embrace this opportunity to inquire the basis of your ignoral of the Motorcycle of Coventry? As, until last fall, when we learned definitely that it no longer was being respected abroad, we very rigidly adhered to the 110 pounds limit fixed by the late international federation (to the secretary of which our application was forwarded several years ago and never acknowledged) for absolutely no other purpose than that our records should stand unquestioned, we are led to believe that your failure to accord American performances their due is traceable to lack of information concerning either the facts or the figures. We never have doubted or ignored your records and feel that ours should be accorded similar recognition. If there is any information you desire, it will be cheerfully furnished.

With assurances of respect, believe me,

Fraternally yours,

R. G. Betts President.

Boston Motorcyclists Open the Season.

The motorcycle club recently formed in Boston, which has taken unto itself the name of Massachusetts Motor Club, made its debut on Patriots' Day, Monday, April 20th, 1908, with a most successful century run to Worcester and return. The affair could in no way be considered a local one, for there were motorcyclists in the run from New York, Waltham, Worcester, Springfield, Lowell, Brockton, Dorchester and numerous suburbs of Boston.

The run started shortly after 9 o'clock from Copley Square, the weather looking anything but propitious. However, the threatened storm did not seem to deter many from the trip, for there were 62 riders started away when the word was given, facing a cold, raw wind. When about 12 miles from Worcester the riders ran into a heavy snow squall which looked so threatening that several riders expressed the opinion that the roads would be very slippery on the way back; but after a half hour's duration the squall ceased and nothing appeared to make matters disagreeable for the remainder of the trip except a fine rain. There were no accidents, except a slight one in Worcester which added a little humor to the run. This happened when contestant No. 23 collided with his fellow rider No. 13, and was put out of the run. No. 13 got through all right, however.

Of the 62 starters the following finished within the allotted time of six hours: A. A. Hoyt, W. L. Drake, W. A. Estes, R. R. Moore, F. A. Blodgett, C. W. Puttnam, M. P. Crillis, Jack Fecitt, W. A. Stewart, A. E. Shallenback, R. H. Jacobs, L. A. Breck, L. A. McLean, M. J. Parker, J. A. McKeever, Rolle Abelle, C. E. Crout, Frank Satterthwaite, C. H Breck, R. R. Wyman, R. E. W. Vibal, Frank Watkins, A. H. Bachelder, Frank Cross, A. W. Priest, Charles S. Piper, Joseph Messer, O. F. Needham, W. H. Ellis. John Learnets, Henry Meshoff, Mr. and Mrs. Edward Boulte, George Norris, Dougal, Merry, C. A. Libby, Dwight Patterson, R. A. Pickins, W. T. Marsh, Dr. C. E. Smith, H. F. Smith, David Wyatt, Mr. and Mrs. Guy Greene.

Of the four New York riders in the run, three finished on time, the unfortunate one being Mr. Geo. P. Jenkins, who had been surreptitiously shadowed from New York by his now historic rear tire "hoodoo."

After the run a banquet was tendered to the riders by the American Motor Company at the Hotel Nottingham, which the guests did justice to after their long ride in the cold wind. After dinner addresses were made by prominent motorcyclists who were ably introduced by Mr. Jack Fecitt, the toastmaster. The speakers were: Mr. George P. Jenkins, president of the Metropolitan Motorcycle Club of New York, Mr. Alonzo A. Hoyt, president of the Massachusetts Motor Club, Mr. Dwight Patterson, vice-president of the New York Motorcycle Club, who made the entire trip from New York on a motorcycle; and Mr. Charles Metz, "the father of the motorcycle," who treated his listeners to a most interesting story of his connection with the bicycle and motorcycle history of the country. Dr. Smith, the secretary of the club, then distributed the souvenirs to the successful riders in the run, which souvenirs consisted of leather watch chains with gold slides on which is engraved "Perfect Score." The object of the same is to add a new slide to the chain for every perfect score in a run; so that the chain will eventually be entirely composed of such slides.

MOTORCYCLE RACES IN BIRMINGHAM.

The Birmingham (Ala.) Motorcycle Club, which is one of the liveliest sporting organizations of the Southland, held a series of motorcycle races on April 25 at the State Fair Grounds. Something over a score of riders were entered, including a number of out-of-town riders from New York and other Eastern cities. The proceeds of the meet will be applied to the building of a club house.

BRITAIN'S HUNDRED THOUSAND.

While the automobile has been in the limelight the past few years, the motorcycle has been making enormous strides lately and will shortly be running neck and neck with its big brother. It is already claimed that of the 100,000 motorists registered in England, one-half are owners of motorcycles. Should this ratio be extended to America, more than 50,000 new motorcycles will be demanded in the next few years.

EDITORIAL

MOTORCYCLE DEVELOPMENT.

N looking over the field thus early in the spring of 1908, nothing appears to mar the outlook for the greatest season for the motorcycle ever known in this country. The experimental days are over, the look of askance is banished from the would-be purchaser, and his money is put up for an early delivery. All of the manufacturers are extending their plants and sending out their machines. The feeling of doubt has left the capitalist, as he can see the future means goods dividends.

One encouraging feature is the number of motorcycle clubs that are being formed all over the continent. This getting together of affiliated interests will tend to enlighten the riders and prevent nuisances that individual riders are sometimes prone to make of themselves.

Besides the utility of the motorcycle for business purposes, the women are showing an interest in the sport. The first woman subscriber to The Motorcycle Illustrated was received last month. The young man who wants to succeed in affairs of the heart should at once annex a tri-car or side care to his mount and call upon the woman of his choice and give her an outing on this outfit, and he will find that the comforts of the motorcycle built for two will help him progress faster with the tender passion than though he owned an automobile which the more wealthy suitor is possessed of.

IDEAL FOR POLICE USE.

The talk around the Board of Public Safety chamber at Waterbury, Conn., about the appointment of the new sergeant and patrolmen has revived agai nthe scheme that was so seriously talked over last year of adding a motorcycle man to the day patrol and at the next meeting of the board the matter will be brought up and urged.

Waterbury certainly needs such a patrolman who can shift quickly from one end of the city to the other with a speed that will do away with a good deal of the lawlessness that now goes on almost without molestation. It is a well recognized fact in the headquarters that the outlying beats are imperfectly patroled and that it is the easiest thing in the world for a thief or robber to steal into a house or hold up a man on the streets and get away long before an officer can be found.

This state has been complained bitterly of a number of times during the last six months, and it will be worse now that the spring is here, when flower beds will be raided and destroyed and kitchen gardens overrun by night prowlers.

With a motorcycle a man can cover eighty-five miles a day at an expenditure of twenty-five cents for gasoline and oil, and such an expense is but insignificant when the immense benefit derived from it is to be considered. An ounce of prevention is worth a pound of cure and the knowledge that a cycle policeman is liable to drop from the sky at any minute would have the effect of preventing a great percentage of this lawlessness and allow the suburbanites to feel that they have something else than hardware to defend them.

A 1600-MILE MOTORCYCLE RUN.

A moorcycle feat, which for size and importance to the sport has never been equalled in this country, has been planned by the newly organized Western District of the Federation American Motorcyclists. At the end of the National Federation annual meet, which will be held in New York early in July, the Western District members will start for Chicago awheel, and will follow a devious course, taking in all the large cities in the East and Middle West. If the present plans are carried out, the trip will eat up some 1,600 miles, and will account for not less than ten days. The finish will be enlivened by a Western district championship meet at a track in or near Chicago. Probably the Harlem or Libertyville track will be chosen. The tour is proposed in order to arouse interest in the two-wheeled vehicle, and to demonstrate its efficiency and reliability under hard highway conditions demanding considerable speed. The idea is said to be favored by the manufacturers generally, and virtually all of the important makes of motorcycles will be represented.

The touring committee of the Western District, F. A. M., under whose management the run will be undertaken, consists of I. F. Alofsin, of Chicago, chairman; Irving R. Hall, John F. Ball, of Milwaukee; W. E. Rheutan, of Aurora; John T. Fisher, Edward A. Thiem, of Minneapolis, and John S. Woodworth. Rules similar to those used on Glidden automobile tours will be drafted for this occasion.

The Akron press calls attention to the fact that the number of motorcycles in that city is growing amazingly since the first signs of spring became visible. The fact is also noted that the new crop of riders is composed largely of business men, and that the use of the motorcycle as a commercial vehicle is being widely recognized. For all of this, it can easily be explained, there is a good reason. Akron is built on more hills than was ancient Rome, and the motorcycle is right at home in such a region, giving swiftness and efficiency to the wheelman, without any of the leg-weariness which the ordinary bicycle owner is called upon to endure in a hilly section.

MOTORCYCLE RACES.

Motorcycle races will be held at Point Breeze track, Philadelphia, Pa., under the auspices of the Philadelphia Motorcycle club, on Saturday, May 23rd, 1907, at 2.30 p. m. America's fastest riders will compete. There will be six events, including an attempt to lower the one-mile record of 1.03 4-5.

Admission, 25 cents; grand stand free.

A GAS COMPANY MOTORCYCLE CORPS.

An extremely interesting use for motorcycles has been figured out by the Milwaukee Gas Light Company, which adds greatly to the service it renders. With the monthly bills the company sends out a post card showing the free service the company undertakes for its patrons. This service has to do with adjustments of range burners, gaslight mantles, and the many other gas problems which the woman of the house is often called upon to solve. When the help of the company's experts is needed, the patron drops the card into the nearest letter box. From ten to thirty cards are in the company's mail every morning, and a force of six motorcycle-mounted burner men starts out to visit the trouble centers. In addition to this sort of service, the machines are utilized in many other ways that save time and money to the company.

MOTORCYCLES AND THE POSTOFFICE.

While many motorcycles are used by the carriers on rural free routes the postoffice department requires each carrier to apply for permission before buying and using a machine. It seems that the department regards a carrier's time schedule as something that is almost sacred. A man may jog over his route in five hours with a horse, and cover the same distance in two with a motorcycle. But the department wants to be certain that the schedule, which ever it is, will be religiously maintained. For that reason the use of motorcycles is ordinarily permitted only when they can be in operation at least eight months in the year. Just why dwellers along R. F. D. routes should thus be penalized in the season of good roads, in any part of the country, is beyond the comprehension of the non-official mind.

QUALIFICATIONS FOR MOTORCYCLE SQUAD.

Last season's use of the motorcycle in police work was studied with interest by the chiefs all over the country. The consensus of opinion is that the members of a motorcycle squad must be of small and wiry build, and of an age ranging from 25 to 35. The police heads have decided that these men need not be extra strong as to muscle, but it is imperative that they be very active and full of nerve. So it happens that the big or elderly policeman finds himself out of it when it comes to picking men for the motorcycle force.

FIRE CHIEFS WANT THEM.

Judging from the letters of inquiry received by an Eastern manufacturer of motorcycles, at least one fire department in the United States is seriously considering the purchase of one or more machines. It is believed that for the use of a chief or assistant chief much better time can be made in getting a commanding officer on the scene of a fire than is now possible with a swift steed and chief's buggy. Experience with motorcycles and automobiles for fire service has proved a complete success in several foreign cities.

A WHEEL AROUND NEW YORK.

A New York paper has evidently sent some one around that city with a foot rule, for it announces that the circuit of Gotham can be made by means of a 32-mile bicycle ride. It is frankly stated that if one would undertake the trip it would be wise for him to take a day off, or appoint Sunday for the task. There is riding of a sort for the entire distance, but there are also sufficient difficulties and bad roads to fairly try the cyclist's mettle. The newspaper man who made the trip found the most interesting feature of the day to be the intense devotion to sport exhibited on land and water at the city's outer edge, and found about every sort practicable from safety tag on the decks of ice barges to horsemen and women ambling by Grant's tomb.

RIVERSIDE'S RECORD.

Riverside, Cal., a city of 8,000 inhabitants, has, according to the registration of motorcycles, 86 of these machines within its limits. California is an all-year-round riding country, and although the roads are not usually of the best, the motorcycle apparently can make time over them without much fatigue to the rider; and that is what the people of that section want for their means of transportation.

MOTORCYCLERS CARELESS.

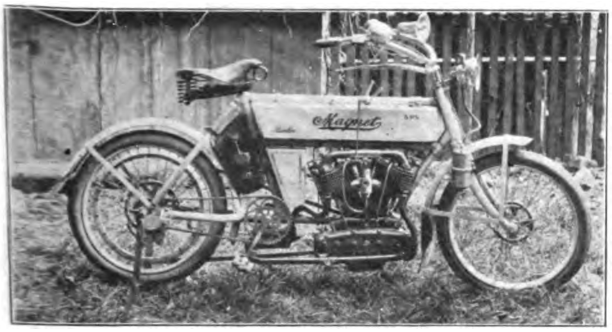
Riders of motorcycles are getting rather careless about fast riding on the principal streets of the town and s hould be called down by the authorities. They should be made to ride slower and in every respect be compelled to comply with the law as much as automobiles. The time of day they speed through the streets and over the street crossings is about the time that school children are returning home from school, making is very dangerous for the little people. It is a very dangerous practice as now indulged in. Riders who indulge in speed as at present should be called down before someone is hurt.—Lafayette (Ind.) Journal.

NEW YORK FASHIONABLES MOTORCYCLE.

The latest diversion of the younger set is motorcycling, says the New York correspondent of the Pittsburg (Pa.) Dispatch. Half a dozen young women living in Riverside Drive have abandoned the bridle path for the motorcycle, and every morning they may be seen flying north along Broadway into Westchester county, and on through Yonkers to the exclusive Ardsley Club. The weather has been favorable for these trips, and the roads are ideal for fast riding. As many as a dozen men and women are daily seen along this course.

Motorcycle Illustrated
will get clever.
Send in your dollar to-day.

A NEWCOMER IN THE FIELD.



Although Magnet motorcycles are among the best known two-wheelers in Germany, it is quite safe to say that very few people here in America have heard of them at all. Realizing the great field for motorcycles in the United States, the Motorenfabrik "Magnet" of Berlin sent two of their representatives here to open an agency for the sale of these well-known machines. The two German engineers, Enrich Delling and Paul Hacketsal, after considering the many great cities in the United States, finally decided that Chicago was the best location for the estabishment of a branch office, and about the 15h of May will see them located on Michigan avenue in Auto Row.

These machines present many interesting features and two models will be handled in this country—a single of 3½ horsepower and a 5-horsepower twin. Both machines have low tension magneto ignition, and in the case of the twin, two magnetos are used. The bore and stroke of the single is 84x82 mm. and of the double 70x82 mm. The machine is particularly low, the top of the saddle being only 29 inches from the ground, so that even a short-legged rider can put both feet flat on the ground, while sitting on the saddle. Both motors have M. C. I. V. operated by overhead tappets. All machines have a veritable gear pulley which gives a change of gear ratio of 4 to 1 to 6½ to 1. A powerful hand brake on each wheel operated from the handlebars constitutes the breaking equipment. A feature not usually found on foreign machines is double fork sides extending to the handlebars and making it impossible for the bars to twist on sandy or rough roads. Although the saddle is so low, the engine clearance is fully five inches. The wheel base is 56 inches and the tires, Peter Union, are 24x2½ extra heavy type. The ignition is automatically advanced and the rider has only the carbureter control to manipulate in order to speed his motor. This simplifies the control to a remarkable extent, and according to Mr. Delling, who is a continental racer of renown, makes a grip control unnecessary for the exhaust valve lift and electric cutout are located on the bars, so the machine is always under the rider's control.

On the first shipment Mr. Delling expects three twin cylinders and seven single cylinder machines. It is to be hoped that Magnet motorcycles will be given the welcome they deserve, for they rank second to none in design, workmanship and finish.

SPRING RUN OF THE NEW YORK CLUB.

On Sunday May 10, subject to postponement to consecutive Sundays in case of rain, the New York Motorcycle Club will have its annual spring run. The starting and finishing point will be Bedford Rest (Bedford avenue and Eastern Parkway), Brooklyn. There will be two divisions.

First Division (entry fee, $2)—Survivors will receive a handsome silver medal. Start, 6 a. m., Bedford Rest. Turn, dinner stop, Southampton, L. I. Finish, Bedford Rest.

Second Division (entry fee, $1)—Survivors will receive a handsome bronze medal. Start, 9 a. m., Bedford Rest. Turn, dinner stop, Patchogue, L. I. Finish, Bedford Rest.

Entrants will be required to check at start, turning point and finish.

Participants finishing under six hours will be distinguished by a white band to be worn on the right arm.

Entrants will not be permitted to be towed or carried in any other manner than by the motorcycle with which they started, and are required to receive the signature of three checkers while on the run.

For entry blank write to A. G. Chapple, New York Motormycle Club, 2234 Broadway, New York city.

KANSAS CITY LIKES THE MOTORCYCLE.

Kansas City is rather hilly for bicycle riders, though the present year has shown a notable increase in the number of wheels used there. But hills do not bother the motorcycle to any great extent, and that type of machine has leaped into great popularity in the City of Bluffs.

A motorcycle club of some 100 members has already been formed, and it is claimed that there are not less than 125 other motorcycles in daily use.

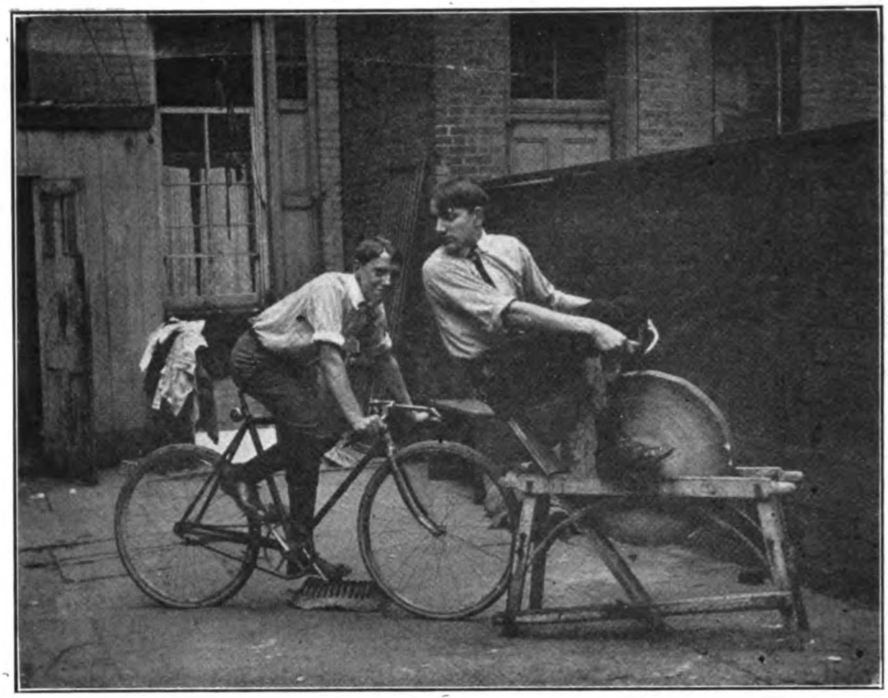
Chief Ahern, of Kansas City, has been advocating the formation of a police motorcycle squad for a long time, but he was thwarted last season by opposition in the ranks of the councilmen. This year the chief will probably win out.

NEWARK HAS NEW MOTORCYCLE CLUB.

The New Jersey Motorcycle Club, a new organization of Newark, N. J., is planing to hold an endurance run for motorcycles on Decoration Day. The new club is in a flourishing condition with a rapidly increasing membership list. The president, William J. Morgan, has offered a prize of $100 to the club member rolling up the biggest mileage for the year, and it is announced that a similar prize will be given by the maker of a well-known speed registering device. A commmittee has been appointed to design a club pennant and badges, and a series of club runs has been planned.

BOSTON'S NEW MOTORCYCLERS.

A new motorcycle organization has been formed in Boston which will be known as the Massachusetts Motor Club, and is composed of devotees of the sport in Greater Boston.



AL. VERICK, NEW YORK MOTORCYCLE CLUB, TAKES TO THE GRINDSTONE TO AVOID TIRE TROUBLE.

MOTORCYCLING ON PROSPECT HILL GIVEN A HALT.

"Sput-sput-sput-tut-tut-spr-r-tut-six-z-zip." This familiar "eareache" coming from motorcycles as they follow one another over Prospect Hill hitting only the high spots and disturbing the peaceful quiet of that select district, was muffled—temporarily at least recently—by Attorney James Hillhouse, an annoyed resident. Startled by the rush of the commotion bikes for the 'steenth time, Mr. Hillhouse rushed from his home, Sachems Wood, placed himself in the middle of the road and forced the responsible cyclist, Morgan Hebard, Yale, '10, to chose between manslaughter or a halt.

The cyclist halted and Mr. Hillhouse, as he motioned to Patrolman Murphy, who was coming up the hill, proceeded to make a few pointed statements to the effect that Prospect street was not a speedway nor a district set apart for the release of loud noises. In the midst of his calldown, Mr. Hillhouse discovered that the motorcycle bore no license tag.

"Sput-sput-tut-zip-bang!" came the sound of another cycle at this moment, and another cyclist was discerned bowling down the line. Mr. Hillhouse, assisted by Patrolman Murphy, held this machine up, too, and the rider, jumping off, gave his name as J. A. Scarlett, Sheff., '09. His bike bore no license tag either.

"What's your number?" asked Patrolman Murphy.

"Well, shall I take them in. Mr. Hillhouse?" lett, searching the machine in vain for the required numerals.

Mr. Hillhouse's voice rose again in no mild tones.

"Well ,shall I take them in, Mr. Hillhouse?" asked Patrolman Murphy.

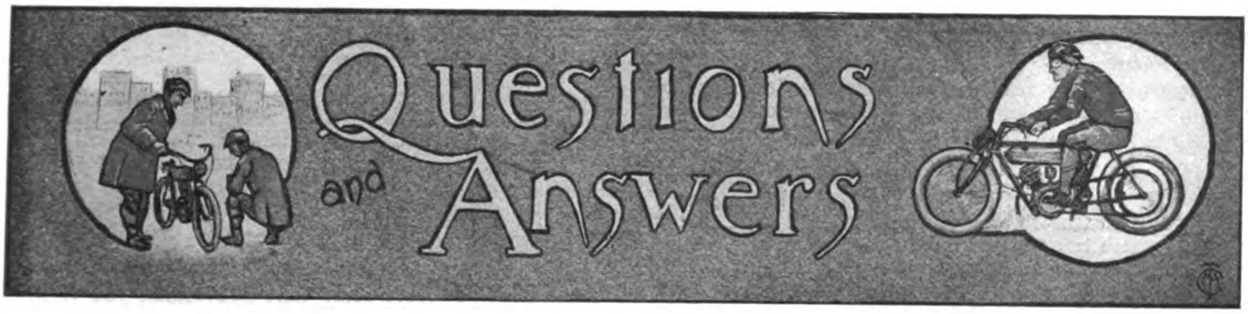
"Wait until I see what attitude they take," said Mr. Hillhouse.

With this both students became very apologetic, declaring that they had but recently bought the bikes and that their applications for a license had been filed but unanswered. Under the law a motorcyclist or autoist may ride pending the arrival of his license tag, and so the students were realesd with a warning not to appear again without the required numbers.

Mr. Hillhouse says that the students of late have been racing on their motorcycles in the neighborhood so that he cannot drive his horses with safety. Prof. George T. Ladd, of Prospect street, also says that it has become a great nuisance in the vicinity.—New Haven (Conn.) Register.

The daily newspapers, both local and throughout the country, are giving much space to the motorcycle. A recent recruit to the ranks is the Globe and Commercial Advertiser of New York City. Saturday's edition will contain an illustrated article on this subject writen by writers familiar with the game. The department is in charge of Senator W. G. Morgan, who also conducts the automobile page of the paper. Senator Morgan is the new president of the New Jersey Motorcycle Club of Newark and an enthusiastic friend of the motorcycle.

In writing Motorcycle Advertisers kindly always mention this paper.



232-233 Arcade Building Annex,
Seattle, Wash., Dec. 9th, 1907.

Motorcycle Pub. Co.,
New York City.

Gentlemen:—Can you tell me of a "manufacturer" who builds a 3-horsepower, 2-cycle, valveless, air-cooled motor for motorcycle use?

I receive your paper from a newsstand monthly and get a great deal of help from it.

Yours truly, Robert S. Moody.

—

There is no 3-horsepower, 2-cycle, valveless, air-cooled motor built in this country for motorcycles at the present time.

Marion, Wis., February 6th, 1908.

Motorcycle Pub. Co.,
New York, N. Y.

Sirs:—I am thinking of purchasing a motorcycle for R. F. D. service and as I have no knowledge of them I would like your opinion in regard to the road model made by the American Motor Company of Brockton Mass., and the Wagner Motorcycle Company's make of St. Paul., Minn.

Which would be the most serviceable machine for me or would you recommend some other make?

Which of the two mentioned do you consider the best? Your reply will not be brought to the knowledge of either company. Thanking you for an early reply, I am,

Yours truly, H. J. Kelly.

P. S.—Please find stamps enclosed for a sample copy of The Motorcycle. H. J. K.

—

We think this letter should be answered by the manufacturers mentioned rather than by the editor of this paper. We have no favorites, but naturally incline to those who advertise with us. These machines are described fully in our columns.

The sample copy was sent, and if the applicant has not already bought his mount the numerous firms who send him catalogues upon seeing this item will certainly make him wise.

Office of Leo F. Keating, Automobiles and Motorcy
Marienville, Pa., February 25th, 1908.

Motorcycle Pub. Co.,
New York City.

Dear Sirs:—Will you kindly send me the addresses of ten or fifteen motorcycle manufacturers and wholesalers?

Respectfully, Leo F. Keating.

—

If interested send your card to Mr. Keating.

Washington, D. C., Feb. 8, 1908.

Gentlemen:—Please forward me by return mail sample copy of Motorcycle Illustrated, as I wish to peruse it with a view to subscribing for same.

I am also thinking of purchasing a 1908 machine of some standard make, and want to get all information possible before doing so. Respectfully,

Arthur S. K. Ray,
City Postoffice, Mailing Division.

—

The frequency of such inquiries for information regarding the purchase of motorcycles leads us to believe that The Motorcycle Illustrated is looked upon b would-be purchasers as a good source from which to get enlightenment.

Hicksville, L. I., Feb. 13, 1908.

Photo Editor Motorcycle Illustrated.

Dear Sir:—Inclosed please find four prints which I wish to enter in photo contest. The photos do not show a motorcycle as the main object, but I thought that they would be of interest to our Western riders, as they show our fine Long Island roads which were part of the course traveled over in the economy contest, also the scene of many club runs. You will find a short description on the back of prints.

I rode a M. M. motorcycle all last summer (over 3,000 miles), and must say that it gives entire satisfaction. I have ridden two other makes (both higher priced) before this one, and I would not take both of them for my faithful M. M.

Yours truly,
Charles Voigt, Jr.

Steubenville, Ohio, Feb. 18, 1908.

Editor Motorcycle Illustrated.

Dear Sir:—I would like to try for some of the prizes you offer for photographs, but I have given away the number that gave the prizes and rules for same. Can a person not a subscriber try for this? When does it end? Does picture want to be mounted on a card or not Can one put in more than one picture? Is it the fine workmanship on picture or the curiosity of picture that stands best show for prize? What are the prizes?

Yours respectfully,
Geo. H. Neidengard.

P. S.—Mr. Ford will subscribe next month. If you send some samples I will put them where they will do most good.

—

Query 1. Can any but a subrscriber try for this? Ans.—No.

Query 2. When does it end? Ans.—April 20.

Query 3. Does picture want to be mounted? Ans.—No, not necessarily.

Query 4. Can one put in more than one picture? Ans—Yes.

Query 5. Is it the fine workmanship or the curiosity of the picture that stands best show for the prize? Ans.—The judges will decide on its merits.

Query 6. What are the prizes? Ans.—First prize, a pair of G & J motorcycle raised tread tires; second prize, a Hine-Watt seperate generator lamp; third prize, a new Mesinger motor sadle; fourth prize, a New Departure coaster brake; fifth prize, a pair of No. 3 Standard motorcycle pedals; sixth to eleventh prizes, a year's subscription to The Motorcycle and Keller's book; twelfth to fifteenth a year's subscription to The Motorcycle; sixteenth to twenty-fifth, Keller's Book on Motorcycling.

Findlay, O.

Motorcycle Pub. Co.,
New York City.

Gentlemen:—As a reader of Motorcycle Illustrated, I like it very much, but wish you would get it out oftener, as it is too long between papers. I would like to write a few lines to your paper, as I am a repair man and a rider for four years and work on different makes of motorcycles. I see where they are all open for improvements. I think the foreign machines are all right, but I think they are better adapted for the foreign market, where they have better roads than we have. I think a 140-pound motorcycle is too heavy to push or carry over mud holes or washouts. I don't see how they could get their machines over some of the roads that I have gone over, but I like the equipment on foreign motorcycles. Their magneto ignition, long wheel base, large tires and low wheels make a lot easier riding than the high ones. I think a twin cylinder makes the best machine, as it stops all the vibration from the engine and gives you more power. Although I don't ride a twin myself, I think they are all right, as all the makes of motorcycles have their fine points and drawbacks. Now I ride a Racycle motorcycle, but it has its drawbacks as well as others. It has the only spring fork that I have seen that stops all jolts and jars of the handle bars on rough roads; though it is not a fine-looking fork, it does the work. I don't like an oil pump on a machine, as you can't see how much oil you are getting, so I put a glass cup on, and I can see just how much oil I am getting and I don't make my engine run dead.

On nice dry roads I like a belt the best, but when it is muddy or wet I don't like them as well as a chain, as the chain gives less trouble all around; but the belt is cheaper and more flexible than a chain.

On a trip to Toledo three of us made about 150 miles. I put graphite on my chain before we started and I did not touch my wheel with a wrench or screw driver on the round trip. On the whole trip we had no serious trouble. The Marsh got some dirt under the intake valve and while Carpenter was trying to get it out, I went to ride up and stop, but instead of getting off on my feet I got off on my head. While I was saying my prayers I heard Heath on the Indian holler, and looked around and saw Carpenter crawling out from under the Marsh. However we were all O. K. but for dust and dirt, but I got the most of it off before I got that picture taken.

On a trip over to Benton one night Carpenter and I had some fun by lamp light. It had rained the day before and the holes were full of water. I was ahead and saw my light shine on some water. I thought that I could get around it, but when I got up close I saw that it went clear across the road, and I could not stop, as I was going about twenty-five miles an hour, so I had to throw my wheel and myself to stop in time. I heard afterward that the water was hub-deep to a buggy. If I had gone into that hole at that speed I would have had to get Maud to pull me out. Do you know if there is a speedometer made with a flexible shaft, so that the meter can be put on the handle bars?

Yours truly, B. L. Miller.

A HALT FOR JUICE.

There is a speed gage made by the Loring Auto Appliance Company, 49 West 63rd street, corner Broadway, New York City, which has a flexible shaft, which will meet your purpose. We would suggest that you write for a catalogue. Also the Bullard speedometer, made in Springfield, Mass.

Mt. Vernon, N. Y., Feb. 14, 1908.

Motorcycle Pub. Co.,
3 Broad St., New York City.

Gentlemen:—I wrote some time ago asking you if the Mitchell motorcycles were still manufactured and for the address of the nearest Marsh-Metz agent. I have read Mr. Keller's book on the care of motorcycles and think every motorcyclist should read it, as it contains valuable information.

Thanking you in advance, I remain,

Yours truly, Grover C. Kirchhof,
43 Elm St.

The Mitchell motorcycle is no longer put on the market, and has not been for several years.

Spirit Lake, Idaho, March 18, 1908.

Editor Motorcycle Illustrated,
New York City.

Sir:—In the article on "Elementary Lessons in Electricity and Magnetism," it states on page 67 of the March Motorcycle Illustrated that it takes 7½ horsepower to light ten lamps. Now this statement would be very misleading to a student trying to follow up this very able series of articles, and the writer wishes to call attention to this mistake—not as a criticism of the article in any way, but for the purpose of setting readers on the right track.

The text, as far as the statements go, where it says: "Ten lamps take 550 Watts, and there being 746 Watts in 1 horsepower, divide 550 by 746 and it will give you the horsepower," is correct, but when he says the result of this divison is 7½ horsepower he is wrong. This should be about .73 horsepower (seventy-three one-hundredths). or very nearly 1 horsepower, or to put it in the form of a fraction it would be 550/746 of 1 horsepower.

It is common among engineers to roughly state that you can get 10 to 12 16-C.P. (candle-power) lamps from 1 horsepower. Of course this depends on the efficiency of the generator and the line loss, i. e., suppose we have a generator of an efficiency of 80 per cent. and say the line loss is 5 per cent., then we would have left out of our 1 horsepower of mechanical energy we apply to driving generator only 559.5 Watts, or enough to light about ten lamps. Truly yours,

I. E. Bates.

Norwood, O., December 23, 1907.

"Motorcycle Illustrated,"
3 Broad Street, New York.

Gentlemen—Enclosed find one ($1.00) dollar in payment for one (1) year's subscription to "The Motorcycle Illustrated" and a copy of the book, "Motorcycles and How to Manage Them," the last edition.

Please reply by return mail. I like your magazine very much. It is the best of its kind in America.

Yours very truly,
M. H. LUNDGREN,
3803 Hazle Ave.

The June Number

Special Stories of the Spring Run of the New York Motorcycle Club and the Point Breeze Race Meet.

CLUB NEWS

Send us your club news.
We will make a cut of your pin and keep standing a list of your officers if you will supply us with monthly notes.

NEW YORK
MOTOR CYCLE CLUB

New York Motorcycle Club.

A. J. Bendix..............*President*
800 Third Avenue.
Dwight Patterson......*Vice-President*
45 Broadway.
Earl L. Ovington..........*Secretary*
2234 Broadway.
F. M. Manning............*Treasurer*
584 Eighth Avenue.
A. J. Chapple...............*Captain*
1090 Park Avenue.
J. W. Dalton.........*First Lieutenant*
516 Lexington Avenue.
David Molin.......*Second Lieutenant*
845 Sixth Avenue.

CLUB ROOMS, 2234 Broadway.

Fellow Members:—As secretary of the New York Motorcycle Club I have been authorized and instructed to notify each of the members that at the last meeting of the club it was the sentiment of the members present that no member should participate in the regular club runs unless his machine was fitted with an efficient muffler. A motion made by Captain Chapple, second by Mr. Bartsch, was passed authorizing the secretary to communicate with each member on this matter.

One of the purposes of the New York Motorcycle Club is to advance the sport of motorcycling. The greatest objection to the motorcycle has been the noise that it makes. The ordinary public does not seem to realize that it is possible to have a motorcycle that makes no more noise than other power-driven vehicle, and hereafter our club wants to do as much as possible to dispel this popular notion.

There is another way of looking at the matter, which is a little more selfish. You can go very much faster on a motorcycle that makes comparatively little noise without running danger of arrest than you can by tearing across the country on a machine which emits a series of explosions resembling a gatling gun. If your machine doesn't make much noise the chances are you will see a policeman before he sees you, and you can slow down to the legal limit, but if your machine is of the popgun variety he will hear you long before he sees you and have time to dodge behind a tree or house and lie in wait for you.

No actual motion prohibiting coming on the run with a noisy machine was made, nor do we think it will be necessary. The very fact that the sentiment of the club is against this should be enough for each member. As our friend, Mr. Bartcsh remarked when the matter was brought up, "Gentlemen will not, and others must not ride with mufflers off."

NEW YORK MOTORCYCLE CLUB,
Earle L. Ovington, *Secretary.*

Club Formed for Jersey Motorcyclists.

Motorcycling was given its initial send-off as a sport in New Jersey by the meeting which was held at the offices of the Brush-McLaren Company, in William street, Newark, on March 28th, for the formation of a local motorcycling organization. Motorcyclists from Newark, the Oranges, Montclair and neighboring suburbs attended, and the new club was formally launched. George P. Fawcett, of East Orange, was elected temporary chairman, and presided over the meeting, while R. B. Whitehead acted as secretary.

The purpose of the club was outlined by some of those present as an organization for the promotion of interest in motorcycling throughout the State, and the mutual enjoyment of the sport. "Senator" W. J. Morgan, well known as an automobilist, who has recently joined the motorcycle brigade, was elected president of the club; George P. Fawcett, of East Orange, was chosen vice-president; R. B. Whitehead, secretary, and F. H. Lushear, treasurer.

A committee consisting of G. P. Fawcett, F. H. Lushear, R. B. Whitehead, George E. Post, W. E. Garabrant, Percy Drummond, and Thayer McLaren, was appointed to prepare a set of rules and regulations to be submitted at the next meeting, which was called for Friday evening, April 3. An offer from the New Jersey Automobile and Motor Club, tendering the use of the club house for the next meeting, was accepted. At this meeting a club name will be decided upon, and all cyclists in the State will be invited to attend.

The question of electing a captain and two lieutenants was laid over until the next meeting, and other matters pertaining to the aims of the club were also laid on the table.

Those present were: Percy Drummond, Arthur Hart, W. F. Garranbrant, J. S. Dufford, George E. Post, Thayer McLaren, E. Schwartz, R. B. Whitehead, F. H. Lushear, George P. Fawcett, Wm. W. Price, D. Suydam. The following men, who are much interested in the movement, were unable to attend the first meeting: Howard Hill, H. F. Curran, Wm. J. Armstrong, George Frost, Robert Van Sant, J. B. Short, Charles Jackson, Wilbur Stephens, James Baas, Lewis Weis, Harry Dickson, C. Seigelbach, Charles Burt, Paul R. Scherrer, Charles Malady, M. S. Scheleberger, W. J. Morgan, Louis J. Wurth.

After the first meeting was adjourned it was decided to hold a club run to Morristown.

Pacific Motorcycle Club.

A very enthusiastic meeting of the Pacific Motorcycle Club was held on Saturday evening, March 21st. The following sixteen new members signed the roll: E. J. Weinmann, O. Hueter, A. Schnutenhaus, A. Clerk, A. J. Haswell, G. Dondich, Jules Zimmerlin, W. F. Barnes, William Rassmussen, G. Virgilio, H. Smith, A. Kahl, C. G. Thompson, G. Rassmussen, Henry Barner, Geo. P. Petersen.

A committee was appointed to procure larger and permanent club rooms, as the membership is rapidly increasing and from present indications will soon reach the 100 mark.

It was decided that no initiation fee be charged until May 1st, thus encouraging all motorcycle riders to become members of the club at once.

Several matters of importance to all motorcyclists were discussed such as holding race meets, hill climbing contests, endurance runs, etc.

The matter of interviewing the Golden Gate park commissioners and the Presido authorities in reference to procuring more concessions in the park and more reasonable legislation and regulations in the Presido was also taken up and a committee apointed to act and report back to the club as soon as possible.

The fourteen new members elected were: W. Lyford, A. Zimmerlin, E. H. Payne, George Payton, J. M. Bousill, H. Smith, E. L. Roseberry, J. Fox, E. P. Blair, George Pray, A. Chelini, F. Ernest, A. Kohl and Joe Holle.

The club has now a membership of fifty-eight. A committee was appointed to look into the matter of holding a motorcycle race meet in the near future.

A very successful run was given by the Pacific Motorcycle Club on Sunday, March 29th, to Centerville.

All of the riders who participated were well pleased with the affair and the first event of the season was voted a great success. Luncheon was served at the hotel in Centerville.

Following are a few of the riders who enjoyed the run: H. N. Schroeder, A. Chelini, W. Read, J. Fox, E. H. Payne, E. H. Roseberry, Mr. and Mrs. E. P. Blair, Mr. and Mrs. George Pray, W. F. Barnes, W. Lyford, J. E. W. Carey, E. J. Weinmann, C. G. Thompson, L. Metten, J. R. Andrews, George P. Petersen, H. Smith and G. Virgilio.

Geo. P. Petersen, *Secretary.*

Philadelphia Motorcycle Club.

The motorcycle races to be held on Point Breeze 1-mile track at Philadelphia, Pa., on Saturday, May 23rd, 1908, at 2 p. m., will be held under the rules and with the sanction of the Federation of American Motorcyclists.

The list of events follows: 10-mile race, open; strictly stock machine, full road equipment; first prize, silver medal; second prize, bronze medal. 5-mile P. M. C. championship, members only, open; price, gold medal, 14kt. 5-mile novice, 30½ cubic inches piston displacement; first prize, silver medal; second prize, bronze medal. 25-mile, open; first prize, gold medal; second prize, silver medal. Australian Pursuit Race, 30½ cubic inches piston displacement, 10-mile limit; first prize, gold medal; second prize, silver medal. 1-mile Time Trials; 1 pair of G & J motorcycle tires to the rider lowering this track record of 1.03 4-5. Entrance fee, 50 cents for each event.

The club is not liable for injuries to or caused by contestants or machines used by them. The right is reserved to reject any entry. Entries close at 7 p. m., May 19th, 1908. Address, E. T. Banes, 2914 North 16th street, Philadelphia.

Extracts from F. A. M. competition rules follow:

No person shall be eligible to compete in any contest sanctioned by this organization unless he shall be an enrolled member in good standing, or, in lieu thereof, shall have been duly registered by the competition committee, to whom application, accompanied by a fee of 25 cents shall be made, and who shall isue to all such applicants as are not disqualified by these a numbered registration certificate.

No motorcycle, the motor of which has a piston displacement exceeding 61 cubic inches, shall be permitted to be used in any contest sanctioned by the F. A. M.

A machine not equipped with a brake shall be deemed unsafe and unsuitable.

No contestant shall be permited to compete who is not properly attired. Long trousers without leggings shall not be considered suitable.

Chicago Motorcycle Club.

The Chicago Motorcycle Club has moved to new headquarters at 267 Michigan avenue and is planning a season of activity. With a membership of over ninety, the Chicago club will be the nucleus of the Western district of the F. A. M., which also is planning an active campaign to boom the two-wheeled vehicle. A series of race meets, endurance tests, hill climbs and club runs is being arranged.

The Chicago Motorcycle Club's first club run of the season was a pronounced success. Over thirty machines turned out for the jaunt to Fort Scheridan, and this number almost doubles the greatest turnout of 1907. Optimists cite this as an indication of the growth of the motorcycle in popular favor. While Harley-Davidsons predominated in the crowd, the Indians were also on a "rampage." The American Motorcycle Club joined the Chicago aggregation at Fort Sheridan. The local club will return the compliment in due season.

Los Angeles Motorcycle Club.

Los Angeles, Cal., April 22nd, 1908.

The regular pleasure trip of the Los Angeles Motorcycle Club will be Sunday, April 26th to Anaheim and return, leaving the club house, 707 East 31st street, at 9 a. m. This run is a very popular one among club members, and no doubt a great majority of the club and friends will attend. Something out of the ordinary will be introduced at the destination of this run, as a great feast has been arranged for and will be paid for entirely by the club. The club desires to have the largest attendance on this run that has ever turned out, and have added the feature of the dinner in order to get the members and friends out as a large body.

The Los Angeles Motorcycle Club will hold an endurance run on May 30th and 31st, 1908, between Los Angeles and San Diego. J. H. Shafer, W. A. Hann and O. D. Stanton are the committee on laying out the route and all other plans,, and as these gentlemen have been over the route between the two cities several times, no doubt the endurance part of the trip will be hard. The run will be under the rules and with the sanction of the Federation of American Motorcyclists.

Under the rules of the F. A. M. no event shall be recognized as an endurance or reliability contest which is of less distance than 300 miles; in which the travel shall average less than 150 miles per day; in which the course is repeated more than once; in which controls shall be less than twenty-five miles apart; in which arrival times at controls are not definitely fixed, or in which more than thirty minutes are allowed as neutral time at controls.

The run to San Diego via coast route will come very nicely within these rules, and competitors personally shall be required to sign the checking sheets at controls, but they must not be permitted to insert their arrival times, which shall be done by the control-keeper, or his authorized assistant, whose timing shall govern in case of dispute.

Mufflers and brakes shall be required, and the rate of speed will probably be set at about twenty miles per hour

It is expected that a good number of members and other riders will go on this run, and arangements are nearly completed.

S. L. Lyon, *Press Agent.*

Providence Motorcycle Club.

In addition to the regular Sunday runs, which will be kept up, weather permitting, all next summer, the Providence Motorcycle Club is arranging for a series of hill climbs, club runs and road races which are bound to create a great deal of interest in the sport of motorcycling The membership of the club has been increasing steadily during the winter months, and a season which will rival in interest all its predecesors is looked forward to by the club members.

Every motorcyclist in the city, whether or not he is a member fo the club under whose auspices the runs are held, is extended a hearty invitation by the directors of the club to take part in the regular Sunday runs. A splendid time is guaranteed, for, in addition to the exhilarration of the ride, he will be thrown together with a lot of true sportsmen, who will do everything to make the day pass pleasantly for him.

The cyclists will gather at the splendid quarters of the club, corner of Prairie avenue and Blackstone street, in front of the bicycle shop of E. A. Swenson, the treasurer and leading spirit of the club, between 9 and 10 o'clock Sunday mornings.

National Capitol Motorcycle Club.

Washington, D. C., April 24th, 1908.

Editor of Motorcycle.

Gentlemen:—I wish to thank you for the information received a short time ago. I might say we are on our feet and expect our membership to grow rapidly after the public knows of our existence. The following may help your club news along. Will furnish you with sketch of pin as soon as we hear that manufacturer and members have combined on same. We are to be known as the National Capitol Motorcycle Club. The officers are as follows: President, M. E. Mangold; vice-president, R. W. Dewel; secretary-treasurer, Thomas O. Wansleben; captain, G. W. Bealle; leutenant, J. F. M. Bowie.

Our first official run will be to Baltimore via Laurel and return via Ellicott City and Ashton on May 3rd.

Thomas O. Wansleben, *Secretary.*

Aurora Motorcycle Club.

A meeting of the Aurora Motorcycle Club recently held at Baltazor's store on the Island, when business was tranacted. The endurance run of the club this summer was turned over to a committee which will arrange for the same at once. Ten members of the club will ride to Chicago and return for time, if the roads are in good condition.

Nine members of the Aurora Motorcycle Club took a 75-mile run one Sunday lately, most of the distance being over rough and muddy roads. They started out in the morning and went to Naperville and return and then to Yorkville and then on to Plano, taking in all the small towns along the route, arriving home at 4 o'clock in the afternoon.

Newton and Watertown Cycle and Motorcycle Club.

Thirty devotees of the bicycle and motorcycle of Newton and Watertown got together recently and formed the Newtown and Water Cycle and Motorcycle Club, with headquarters at 28 Mt. Auburn street, Watertown, Mass.

O. F. Needham was elected captain, and Fred Hill, the crack amateur rider, vice-captain.

Aurora, Ill., January 17, 1908.

"The Motorcycle Illustrated,"
New York City, N. Y.

Dear Sir—Your letter at hand and will give names as follows: Vern Hedin, president; Harry Terry, vice-president; Frank Sylvester, secretary; John Baltazar, treasurer; Charles Hinckley, captain. These are the new officers just elected for 1908 in the Aurora Motorcycle Club.

The club is to give a banquet on the 27th of this month. There were committees appointed to look after all matter for the coming year.

Aurora will be a lively town next year in the racing game. We have had some good meets last fall, but intend to have many more the coming summer.

May get some one to solicit subscriptions for your paper. Will send you items of the club's business as it turns up. Yours truly.

Vern Hedin, President.
Per Terry.

Riverside Motorcycle Club.

The Riverside Motorcycle Club was organized recently at Riverside, Cal., with a charter membership of twenty-three. E. Knoll was elected president; S. C. Southard, vice-president; S. M. McIver, secretary and treasurer, and Dan Milan, captain of runs. It is planned to hold weekly runs, with one special meet every month. Arrangements are also under way for holding two runs a year with the Los Angeles Club, and it is the intention of the Club to hold race meets.

In less than a year the number of motorcycles in use in Riverside has more than doubled. Eighty-six are registered in the city, and it is expected that three fourths of the owners will become members of the club.

Toledo Motorcycle Club.

The Toledo Motorcycle Club will make the first run of the season to Napoleon. The club will meet at the corner of Monroe and Eleventh streets at 7.30 a. m. All motorcycle riders are invited to participate in this run.

PHILADELPHIA

Philadelphia, Pa., April 25th, 1908.

Dear Sir:—As per conversation of a few days ago in reference to the Philadelphia Motorcycle Club officers and news, will state that I have not been able to get a drawing of the club pin, but presume I shall have same ready for you next month. However, enclosed find the names and addresses of the officers: President, Dr. T. J. Kean, 1630 North Sydenham street; vice-president, John Mohr, 700 Buttonwood street; secretary and treasurer, Walter Buck, 1419 Lenox avenue; race secretary, E. T. Banes, 2914 North 16th street; captain, Harry Schleter, 1437 Haggard street; first lieutenant, C. D. Feiler, 2121 North Broad street; color bearer, Dr. Sam Grabill, 1344 Girard avenue.

The Philadelphia Motorcycle Club race meet, which will be held at Point Breeze track on May 23rd, 1908, is already creating no end of talk, as to the possibilities of the different makes of machines represented by the different agents and their riders. Quite a number of the boys are running down to the track very often to get their machines in the very best possible condition, and are very quiet as to the time they are capable of doing the miles. Point Breeze track is a 1-mile dirt track and has been used quite often for auto races. Mr. McAnany, the owner of the track, is quite popular with the motorcyclists, due to his generosity in allowing them to freely use the track at all times, and he assures the boys that he will have the track in excellent condition on the day of the races. The prospects are that the races will be held once a month. Point Breeze track is the place where the one-hour national amateur championship was won Oct. 5, 1907, by Stanley Kellogg, of Springfield, Mass., riding an Indian motorcycle, making forty-eight miles in the hour. Mr. Kellogg also introduced the stunt of catching gasoline in a canteen on the fly and filling his tank while riding at the rate of forty-eight miles per hour without having his hands on the handle bars. This is a practice that should not be encouraged, but nevertheless it shows the ingenu.. and daring of Mr. Kellogg.

Alexander Klein, the representative of the Harley-Davidson Company, who is one of Philadelphia's best racing men, has been under the weather for some time, but promises to be around O. K. for the race meet, and promises to make the boys hustle to keep up to him.

C. D. Feiler, the Light Motor Company representative in Philadelphia, is not saying much, but we suppose he something up his sleeve, which he expects to spring at the last minute.

W. G. Rhodes, the Reading-Standard representative, has blood in his eye, and is after someone's scalp and expects to make a good showing.

Geo. Reinbold, the hustling Thomas agent, is also looking forward to the coming race meet with great expectations.

C. V. Stahl Motor Company, 2510 Ridge avenue, report an excellent business.

Chas. Krauss, 1406 Oxford street, representing the Indian Company, claims he can't get machines fast enough.

Western Motor Company, 431 Market street, agents for the Royal; Haverford Cycle Company, 827 Arch street, agents for N. S. U.; M. Daniels, 6th street and Girard avenue, agent for Thor motorcycles; National Supply Company, 1630 Market street, representing Marsh-Metz and Racycle; Mr. Spingler, 16 North 52nd street, representing Curtis motorcycles, all report the sales of new machines as being far above expectations, and Dr. Grabill, 1344 Girard avenue, claims that he is working night and day on repair work.

RURAL
LETTER CARRIER
Route No. 1
JERRY ENG CO.

Letters to the Editor.

2234 Broadway,
New York, Dec. 21, 1907.

Editor of Motorcycle Illustrated,
New York.

Dear Sir:—Mr. Thomas Wansleben criticises some of my remarks. I should like to reply.

I agree that a purely triangular frame, without two horizontal bars, if heavy enough, would have sufficient strength, but I insist that a frame using two horizontal bars is stronger in proportion to its weight. He says he has never heard of a triangular frame giving way. Allow me to inform him that at least one frame of this design broke short off at the head on one of the machines which entered the last F. A. M. endurance contest. I can furnish Mr. Wansleben with the name and address of its rider if he wishes, but for obvious reasons I cannot make it public. I have known *many* such cases, else I would not have made such a statement. I do not criticise merely for spite, but to help the motorcycle along. Every statement I have made I am prepared to defend, and where proof is possible produce it.

Mr. Wansleben states the F. N. uses the double horizontal bar because its frame is not a triangle. How does he account for the fact that *almost without a single exception* all the foreign machines employ the double horizontal bar construction and many have triangular frames? The F. N. is one of a great many. Furthermore, my critic must acknowledge that the oil and gas tanks may be much more firmly attached to the machine where the trussed or double bar is employed.

My critic says, and truthfully, that I have made the statement that the last thing a person looks for in a motorcycle is economy of fuel. I repeat that nobody should own a motorcycle if the cost of gasolene must be seriously considered. If Mr. Wansleben will refer to the only advertisement in which I acquainted the public that I ran 120 miles on my F. N. Big Four on a single gallon of fuel, he will see that even in this advertisement I state fuel econmy is not to be sought for for itself alone. But I did say that any motorcycle that weighs as much as a Big Four carrying a 200-pound man, and that goes 120 miles to the gallon, must be a very efficient machine. I stated this fact spoke pretty strongly in favor of multiple cylinders, magneto and shaft drive. Under the circumstances, therefore, I think my critic's charge of inconsistency is unjust.

Mr. Wansleben is kind enough to say he thinks the Big Four is a great thing, but he says "there are others." I agree absolutely with him. I have advocated foreign machines and asked Americans to study foreign methods and designs—not merely F. N. design. As the F. N. employs a type of engine (four cylinder) not used here at all, other foreign machines, such as the N. S. U., etc., might form better models.

Mr. Wansleben says he thinks the Thor motor is equal to any other. I reply that I hold the Thor motor in very high esteem. I have publicly stated that a certain American machine using the Thor motor was, to my way of thinking, the best American motorcycle so far brought forward. Incidentally, let me state I know this motor from experience, since I owned a machine using it before I became identified with the trade. Furthermore, I do not criticise American motors. There are some very reliable ones in this country. I have principally criticised general motorcycle design, and have had more to say regarding the position of the motor rather than the *motor itself*.

My critic closes by saying that he will purchase from the man who pays for his advertisement. My, but that is rubbing it in I'll leave it to Motorcycle Illustrated if my company has not paid them more for advertisements than any two other concerns since the magazine started. Any one who desires may examine our paid bills and returned checks, in order to see whether we pay good hard cash for our ads or not. Furthermore, I think it unjust of Mr. Wansleben to call articles of general criticism "knocks." He says the general reader will agree with him. That is not so, for I have seen many letters in Motorcycle Illustrated upholding me in the position I have taken. Of course, I have not seen the issue in which this letter will be published, but I venture to say the reader will find one or more letters upholding my statements therein.

I thank Mr. Wansleben for one thing, however—his criticism is the kind that does "the cause" good, and it is a pleasure to reply to such a letter. I care not how much any one "rubs it in" so long as it is square, clean and *above board*.

Very truly,
Earle L. Ovington.

Editor Motorcycle Illustrated.

Dear Sir:—As a private owner of several years' experience I feel justified in expressing an opinion of what I would call "the perfect motorcycle."

Differing from the greater number of your correspondents, in that I take an American-made machine as a basis, I suppose I will subject myself to severe criticism from the owners of and dealers in foreign machines. However, I have the courage of my convictions, and to them I will say "seeing is believing, so prove it."

The following is my idea of "the perfect motorcycle" (allowing that such a thing is posible):

Specifications—Twin-cylinder 5-horsepower Indian; control, Indian (with stronger rods); muffler, Indian; frame, 21 or 22 inches, with double top bar; fork, F. N. cushion; wheels, 26 to 28 inches; wheel base, 54 to 56 inches; tires, Bailey tread; transmission, all chain; brakes, Corbin-Indian in conjunction with hub-band brake; saddle, Brooks, B-100-4; ignition, battery; coil, Splitdorf; tanks, in front of seat, between horizontal bars, capacity 7 to 8 quarts oil; separate tank, capacity, 1 quart; mechanical valves; weight, 120 to 140 pounds.

The foregoing is merely a statement of specifications regarding which I am open to criticism. I have several years' experience on some of the worst roads in this part of the country to base my opinions on, but will be only too glad to hear the opinions of others.

For the foreign machines I will say this: As a whole they are too clumsy, complex and heavy, although there are many individual points which might well be taken up by American manufacturers.

Last but not least. The prices charged for motorcycle parts and accessories is nothing short of highway robbery. I hardly think anyone outside the dealers will dispute this fact.

Thanking you for your kindness, and anxiously awaiting the next issue of your valuable paper, I am,

Very respectfully,
L. FOUNTAIN.

318 West Eighty-eighth Street,
New York City.

New York, Feb. 18, 1908.

Editor MOTORCYCLE ILLUSTRATED,
3 Broad Street, New York City.

Dear Sir:—It was with pleasure that I read the two letters by Mr. William F. Hoffman, Babylon, N. Y., and A. M. Ramsey, of Alameda, Cal. I have had such an uphill fight in my efforts to improve the American motorcycle, by criticising it and comparing it with the foreign article, that letters such as the above are real encouraging. I know a good many of your readers will not give me credit for any real love for the motorcycle itself, and will hardly agree with me when I state that my constant aim has been improvement in the motorcycle in general, and especially the American product. No doubt most of your readers think that because I represent a foreign machine in this country and am interested in its sale, that I would like to see the American motorcycle held back as much as possible in its development in order that the line of demarcation between them and my own machine would be more marked. If this were my aim will my critics inform me what benefit do I derive by bringing the attention of the American manufacturers to the deficiencies of their machinesä Why not let them go along in the paths they are following and keep all of my information to myself? Why, for instance, did I come out with such a sharp series of articles criticising the American dry battery as compared with the foreign magneto? Why not let the American manufacturers use the dry battery and thereby remain handicapped when compared with the foreign machine? Why should I call the attention to the fact that abroad efficient spring forks were universally used, while in America until this year they had but apologies for them? Would it not have been far easier for me to keep my opinions to myself and devote my time to selling my own machine instead of educating my competitors? I am not looking for any thanks, nor do I expect any, but bring the matter up in this light to show that my motives have not been entirely selfish. There is a certain saying, "Give the devil his due."

As far as my personal reputation is concerned it would probably be better off if I confined my attention to writing technical articles and articles of a more popular nature, but then I would not attain the ends toward which I have been striving. I claim most emphatically *that much of the improvement in the American motorcycle in the past year has been the direct result of the invasion of the foreigner,* and that without this invasion and competition this improvement would not be so marked. When a manufacturer is attacked via his purse strings he is very liable to sit up and take notice, and this is the only way that some manufacturers can be reached. I may have suffered personally from my attacks on American machines and my defence of foreign ones, but if I have aided in even a slight degree the development of the American motorcycle I shall feel that any loss I have sustained personally has been amply repaid.

Very truly yours,
EARLE L. OVINGTON.

Chicago, Ill., April 20, 1908.

E4itor of THE MOTORCYCLE ILLUSTRATED,
New York City.

Dear Sir:—Mr. E. L. Ovington's article in the April issue of the magazine on "The Evolution of the American Motorcycle" was undoubtedly gratifying to admirers of the domestic product and, as one rider put it, "showed that he was almost human." Now if *I* had been passing remarks I should have said that it showed Mr. Ovington to be quite fair and unbiased in his opinions regarding motorcycles. That attribute of fairness, many of his critics have said to be woefully lacking in his make-up, but, really, I can't agree with that fully. That, however, is not what I want to talk about.

Mr. Ovington speaks of the location of the magneto on the Thor machine and says that it does his heart good to see it nestling behind the engine. Very well. Now I want to add a little more about the magneto Thor. Abroad, magnetos have been in use for years and the question of the location of the magneto has been discussed to a considerable extent in the foreign trade papers.

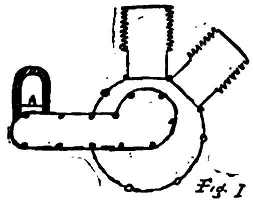


Fig. I

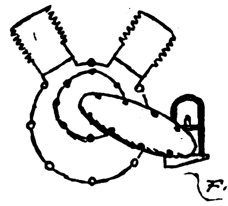


Fig. II

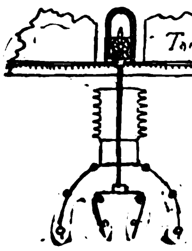


Fig. III

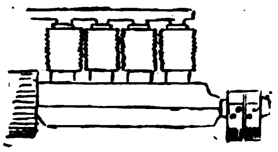


Fig. IV

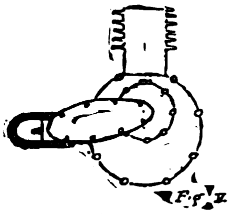


Fig. V

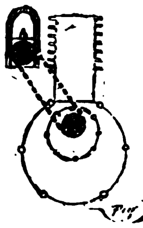


Fig. IA

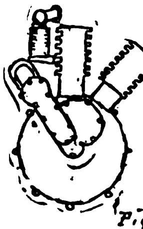


Fig. IIA

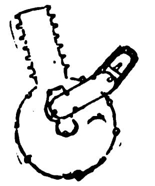


Fig. IIIA

There are many positions in which a magneto can be located on a motorcycle, but the five principal ones used abroad are here shown by the rough sketches numbered from one to five. 1A, 2A and 3A show three positions used by American manufacturers. Now, according to the ideas of some well-known English motorcyclists and "Ixion" of the *Motor Cycle* particularly, all of the existing locations have certain faults. For instance, a magneto located as in Figure 2, is very close to the front mudguard and also to the ground, where it is quite liable to be splashed with mud or water and in dry weather its location is advantageous to the collection of dust. The same may be said of Nos. 4, 5 and 3A. Figure 1 shows a better position, but the long train of gears is the objectionable feature of this method. As far as protection from water, mud, dust, rain or injury is concerned, a magneto located as in Figure 3 is hard to beat, but the long driving shaft, rather unprotected as it is, is liable to injury in case of a bad spill. In Figure 1A we have a location which gives protection to the magneto, but the long drive and the fact that the heat of the cylinder is blown on the magneto makes this position somewhat undesirable. Of course these objectionable points are not serious and magnetos located in these different places give satisfactory results, but according to the ideas of men who are considered experts these locations are *not* ideal.

In a recent issue of the *Motor Cycle* of England "Ixion" described his ideal magneto position and, as I understood the write-up, the ideal location would be as the Thor people have it (Figue 2A.) In their machine the magneto is a part of the motor. Inclined at an angle of 45 degrees from the perpendicular the magneto is rigidly bolted on the crank case part of it in fact and the inclination of the magneto away from the cylinder keeps it cool. Besides this the carburettor is placed between the cylinder and the magneto so that the heat waves radiating from the hot cylinder do not affect it. The shaft of the magneto being so near the 2 to 1 gear on the motor makes a short gear drive possible, and as for falls, very few indeed could injure the magneto located as it is. Therefore I think that in the Thor, America has a machine that is ahead of any foreign motorcycle as far as magneto location, mounting and drive are concerned.

This lengthy letter may gain the displeasure of Mr. Ovington for me, and in the next issue of the ILLUSTRATED a "reply" will appear that will finish me, but even so, I will gasp with my last breath, "I still think I am right."

Thanking you for the space I have occupied, I beg to remain, Very sincerely yours,

NORMAN C. TRUMPOUR.

New York, April 2, 1908.

Dear Sir:—I was very much surprised at the out-of-the-way cities your bright magazine reaches. Had two letters, one from Charles Heath, Portage La Prairie Man, Canada, and the other from Sanford Lyon, 824 South Flower street, Los Angeles, Cal., who saw photo of affinity side-car and wanted full particulars about same.

I want you to put in enclosed advertisement in the April number. My reason for selling is that I have purchased a Chapple fore-car, to which I attached my double. Enclose you a photo of same, taking my mother through Central Park last week.

Kindly let me know how much my advertisement will be, and I will forward the amount.

Yours sincerely, FRANK E. DALTON.

Erie, Pa., Mar. 23, 1908.

MOTORCYCLE PUB. CO.,
New York City.

Dear Sirs:—Realizing your paper is the best ever, I am trying to get others to read it, hence enclosed find one subscription for same. I am an Indian, as also is Mr. Dunlap. Yours respectfully,

CHARLES A. NELSON.

Lansdale, Pa., March 7, 1908.

MOTORCYCLE PUB. CO.

Gentlemen:—I would like to subscribe for your monthly, but I would have to take away my order from my newsdealer, as he gets the paper for me every month.

I have been reading the arguments on American and foreign machines for some time, especially Ovington's blows about his wonderful F. N. I think some of the statements are correct to my way of thinking. They are the kind that help make a perfect American machine, of which there are so many poorly constructed.

The only foreign machine that pleases my eye is the F. N. Baby, because it is a light-weight machine, but it has not enough horsepower for me and will not climb the side of a house, as stated to me at the New York Palace Show by Ovington's agent. The rest of the foreign machines I have seen are too heavy and clumsy for me, as I saw four different makes of foreign construction.

My mount for 1908 will be 2¾ Indian, but I am still looking forward for a more perfect American machine in the future. I remain,

Yours very truly, BRUCE W. BEAN.

Washington, D. C., March 14, 1908.

Dear Sir:—I have had the pleasure of reading your very valuable magazine, THE MOTORCYCLE ILLUSTRATED, from its first issue, Volume 1, No. 1, January, 1906, up to the latest copy of February last, and want to say that I have enjoyed them greatly—every issue, from cover to cover.

Enclosed please find 10 cents in stamps for one copy June, 1907, which I had the misfortune to lose, causing a break in my file of THE MOTORCYCLE ILLUSTRATED; also 2 cents for postage on same. Hoping to receive the above-mentioned (June, 1907) copy at your earliest convenience, I am, Very respectfully,

HENRY ROBERTS,

A 4-horsepower Orient rider since 1904 and a thorough believer in the great utility of the most economical mode of transportation ever devised.

P. S.—I have purchased all my copies from Roland Wallace's newsstand, Ninth and New York avenues, N. W.

Orland, Cal., Feb. 14, 1908.

Editor MOTORCYCLE ILLUSTRATED.

Sir:—I herewith send you, under another cover, the photo of T. J. Conley, born in Leicester, Worcester county, Massachusetts, on March 19, 1835, and he rides an Indian motorcycle through California, over the Sierra Nevada Mountains, through a part of Nevada State and into Eastern Oregon. Mr. Conley will be 73 years old next month. If Clement Marchand is at one end, is it possible that I am at the other? Yours truly,

T. J. CONLY.

35.000 Miles with an

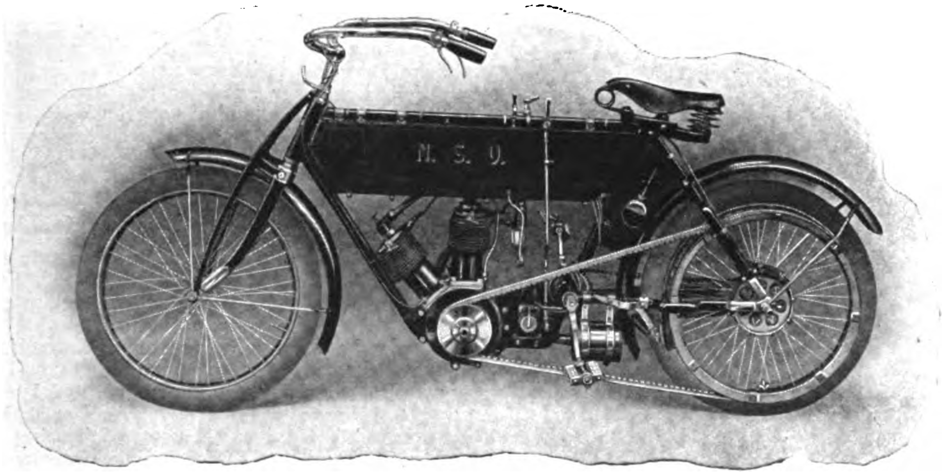
NSU

MOTORCYCLE

The Best Motorcycle in the World.

The most meritorious performance on record. No other Motorcycle could have undergone so severe a test. Mr. W. Cawkwell, of Maltby, England, testified that he averaged nearly 400 miles a week for two seasons. Cost for repairs during that time amounted to about six dollars for three new pulleys. We quote from Mr. Cawkwell's letter, which was unsolicited:

> "I have been riding it two seasons, and covered over 35,000 miles. I have averaged nearly 400 miles per week, and I am proud to say that I have had no serious trouble, although I ride all weathers."



N. S. U. Twin Cylinder, suitable for Side and Fore Car attachment. 4 h.p., 5½ h.p. and 6 h.p. types, fitted with Girder Forks.

[Why not ride the BEST Motorcycle? Equipped with Magneto Ignition, Shamrock Gloria Belt, Patent N. S. U. Fasteners, Peter Union Tires.

For Full Particulars Write

N. S. U. Motor Co., 206 W. 76th St., N. Y.

Norwood, Ohio, Feb. 12, 1908.

EDITOR MOTORCYCLE ILLUSTRATED.
New York City.

Dear Sir:—The February number of THE MOTORCYCLE ILLUSTRATED came duly to hand, but I have never received the January number. If you forwarded same, it must have been lost in the mails, and I would appreciate it if you will kindly send me another copy of the January issue. I procured several numbers of your magazine from a newsdealer last year, and was so well pleased with it that I made up my mind to include it in my regular club of magazine subscriptions this year.

I enjoyed Mr. Charles H. Drude's letter in this month's issue very much. He has the right idea about Magnetos vs. Dry Cells; in fact, his letter is full of good "horse sense" (or motorbike" sense, to be more exact) all the way through. I am not necessarily a knocker, but I have a "think" or two coming myself about this matter. I believe the awkward, clumsy-looking "whizz wheels" from across the water do not begin to compare with our own neat, graceful-looking machines, and I think agents in general would find it more profitable to push the sale of American machines and sell many at reasonable prices than to push the sale of foreign ones and sell a few at exorbitant prices. In view of the excessive prices coupled with the government duty on these machines, I do not see how any loyal American can become enthused over them and think he is getting his money's worth.

It may be that we owe the source of their existence to our cousins across the pond, but Yankee skill and ingenuity has wrought such marked improvements that I consider our present types of machines second to none. Take, for instance, the matter of simplicity, and we certainly have them on the run, comparing their innumerable levers and rods, and complicated adjustments (which we abandoned several seasons ago) to our modern "twist-the-wrist" systems, in almost universal use here. My policy has always been that American products are good enough for Americans, and Americans who are not satisfied with their own products and seek to boost foreign interests, should "beat it" for the other side, where they will no doubt be better contented.

If my sentiments are not too warmly expressed, I would be pleased to see this reproduced in your excellent magazine, and am sure some of your correspondents would.

Respectwully yours,
CLARENCE ROSSITER.

April 17, 1908.

Messrs. H. C. Hansen & Son,
Agent for R. S., Ogden, Utah.

Gentlemen:—I have been intending to write you for some time in regard to the motorcycle which I purchased from you last September. I stil have my wheel, and it is all O. K. yet. I have ridden it every day since I left your place, and am indeed very well pleased, having not paid over $5.00 for repairs in all. I still have the same tires, and have crossed the desert with them, which took them down pretty bad. I was nearly a week on my way from Salt Lake City to San Bernardino, Cal., which is near Los Angeles, and wish to say that I only had one puncture, which was caused by a cactus thorn, which worked through near Daggett, Cal. When I was about 200 miles from Salt Lake City, I could get no gasoline, and so had to try some distilate, which I got at a R. R. pump house. The machine went all right with this, but would not start with as much force. I decided that I had better carry some extra gasoline with me, as the towns were getting rather scarce, and the roads were so blank that I could not follow them, and sometimes could not even see where they were. However, the desert was very smooth for many miles, and at one time I went wide open for about four hours, and I thought every minute I would run into an orange grove, but was disappointed in finding nothing but cactus and mountains. Part of the way I would have been better off with a flying machine, but managed to get over it. I followed the Salt Lake route part of the time, and made many miles on and beside the railroad track, and often wished that I could ride the rails. At one time I was very dry, and came to an underground tank beside the railroad tracks, which was well covered and locked; but I finally succeeded in getting the hinges off, and then I certainly did "tank up." I also went through some long dark tunnels, where I was rather timid about going, but came out all right. I camped out three nights, but something always came to disturb me. One night it was a big white owl. I had just fallen asleep on top of a high alfalfa stack, when I felt a breeze, which seemed to me like the wings of an angel. I was disappointed in finding only an owl. Next night I tried to get lodging in a box car, as this was a railroad town. I succeeded in getting one, and had no sooner fallen asleep than I was thrown the length of the car by the jar caused by a train of cars bumping into the car. The next night I was delayed because of puncturing my tire, and everything was so cold and cheerless that I had no sleep that night. I was so completely tired out that I had to look for a down grade to start my wheel.

I covered a distance of over eight hundred and eighty miles from Salt Lake City. My carburettor failed me when I was about twelve miles from the top of my passage in the mountains of California, but I schemed and figured, and finally put a little rock on top of each float, and then I was all ready. My batteries tested 8 amps. when I was at the end of my journey, I tightened up my chains, and everything was as ever, but I hardly think I will undertake this trip again unless I have an airship.

I took my engine apart the other day, and it is as good as new, all the bearings and fittings being very close, not having any more play than is needed. One of the other boys here has one like mine now. Everybody thinks and says that I have the right wheel.

Well, Mr. Hansen, this will be all for this time, and if I ever come back to Ogden will come and have a talk with you. Now, what will a new set of tires cost me, if I should happen to need them? I think I have used these long enough, as I have ridden up to the canyon to the power house every day, and it is a thousand feet above Upland, Cal. The other boys have to push their wheels up. I am at present staying here as an assistant operator. We generate 3,000-horsepower here for light and power. The climate here is fine, and the oranges are delicious. There are roses in bloom, as well as fruit trees.

Well, I will say good-day for this time. Wishing you all good luck, and hoping your business is the best, I am,

Yours truly, O. F. TRAINER,
Upland, Cal.

Steubenville, O., April 22, 1908.

Dear Sir:—I think if you send a sample copy of MOTORCYCLE ILLUSTRATED to Mr. Luther Ford, Steubenville, O., he will subscribe, as I was talking to him about it and he asked me to get him a sample copy.

He is the only rider here, except myself, at present. I have the agency for the M. M. here and expect to sell several as soon as spring opens up, and I will do all I can to get each one to subscribe. As fast as I read the ones you sent I have given them to parties that I am trying to make a sale with, as after reading MOTORCYCLE ILLUSTRATED one wants a motorcycle right off.

I will before long send you some pictures taken by a friend.

Oakland, Cal., April 20, 1908.

MOTORCYCLE PUBLISHING CO.

Enclosed please find postoffice order for $1.00. I wish you would continue MOTORCYCLE ILLUSTRATED to my address for another year. I take much interest in your little magazine. It keeps me posted on the "doings" with the motorcycle. I feel that I am indebted to THE MOTORCYCLE and the only way to square myself is by saying that I have an Indian Tri-Car with a Reading-Standard motorcycle. The machine has given both my wife and me more pleasure than any horse and buggy we ever had. For more than

Thor MOTORCYCLES ARE SUPREME

MECHANICALLY AND ECONOMICALLY

This name is the *strongest* guarantee a Motorcycle can have.

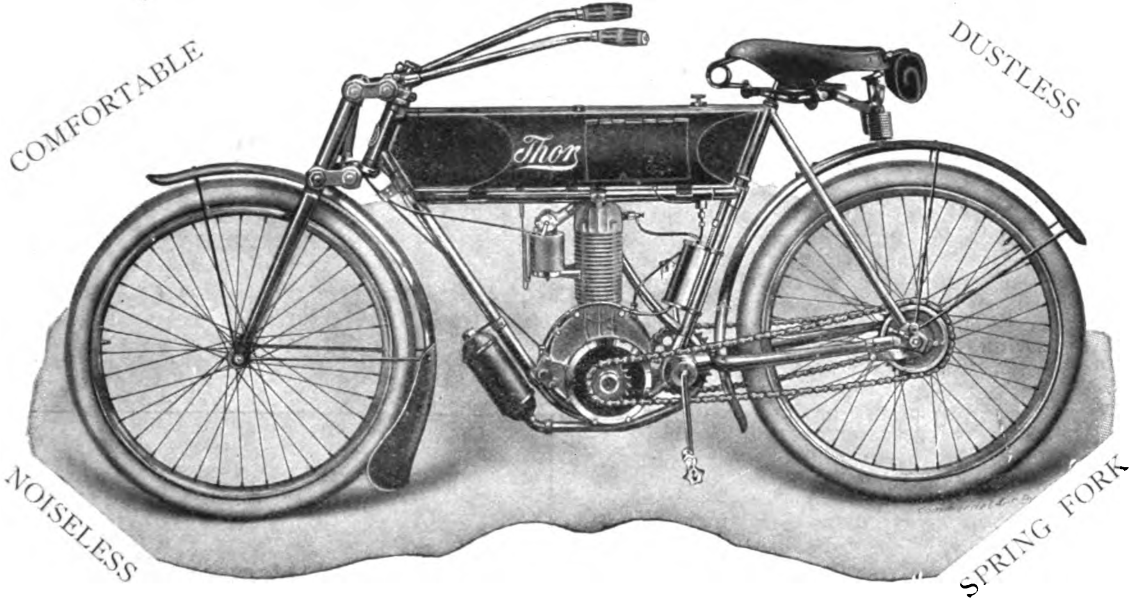
IT stands for POWER, DURABILITY, EFFICIENCY AND ECONOMY.

It stands for THE HIGHEST GRADE WORKMANSHIP AND MATERIAL.

It stands for RELIABILITY, LONG SERVICE AND LOW COST FOR MAINTENANCE.

It stands for THE MOST APPROVED DESIGN—FAR IN ADVANCE OF ALL COMPETITORS.

In short, it stands for absolutely the *BEST MOTORCYCLE* yet produced in this or any other country. GEARED TRANSMISSION INVISIBLE GRIP CONTROL



Thor Model "8-B" Motorcycle

Several other Models--single and twin cylinders.

Dealers who have taken the Thor Agency report phenomenal increase in sales.

Aurora Automatic Machinery Co.

MANUFACTURERS OF

Thor Motorcycles, Gasolene Motors, Automobile Engines, Coaster Brakes, Hubs, Etc.

General Offices and Works: Aurora, Ill. Chicago Salesrooms: 1470 Wabash Ave.

fifteen years we kept a horse, and about a year ago we sold horse, buggy, harness and all. We have ridden in our tri-car over 1,800 miles since February, 1907; have never had a puncture, using same tires yet. When we first used our machine on the roads around Oakland, people would look upon the new thing with a laugh and many would say it was a thing of "short life." In fact, many of my friends would refuse to ride in it. Now that we are out on the roads every Sunday among the "automobile bunch," riding side by side, passing many times a crippled machine, the tri-car is certainly "it." We often ride sixty miles between 11 a. m. and sundown, and can always bet on getting home in time for dinner. We often race with the small auto; never becomes tiresome to us. Furthermore I think the tri-car will become a very popular machine for two people, considering the little expense of keeping up repairs; easy to keep clean, and less liable to puncture for the reason that neither wheel follows in the track of the other. I am going to purchase either the Indian twin-cylinder or Reading-Standard 1908 Model as soon as money can get it. With a little more power our fun will continue. The small auto will get our dust sure. Will send you photos later.

Yours truly, L. L. M. Salsbury.

Though No Store Agency, the Vindec Is Represented.

In our last issue, when giving a list and description of all motorcycles in use in America, we made the statement that the "Vindec Special Motorcycles of Merit" made by the South British Trading Company, London, England, had no agency in this country, and we were correct, if it is imperative to have a store, etc., to be an agent, but if this is not the case then the Vindecs are as much represented as all the rest of the European mounts.

Mr. Erik J. F. Peil, who will be known to many of our readers through his former connection with the F. N. agency in New York, has, as he just notifies us, completed arrangements with the Vindec people in Europe to represent them in the Eastern States, and while Mr. Peil will not open up a store as he originally intended, everybody may be assured that any one interested will receive just as good attention as if there was a store on Broadway to talk the matter over.

Mr. Peil assures us that not paying Broadway rent he will be able to give his customers the "saving in expenses."

One of the reasons for Peil's not returning actively in the motorcycle business is that he has recently connected with the Radio Telephone Company (wireless system) and expects to make enough money there to, using his own expression, "be charitable and let them have Vindecs at cost."

Armac Motorcycle Improvements.

During the last few months a great many improvements have been made in the Armac motorcycle that were done under the direction of Mr. H. G. Hartenstein, superintendent at the works.

An entire new cylinder has been devised for the engine, which gives it a perfect working exhaust chamber. Important changes have also been made in the mechanism of the engine. The piston has been improved by a larger hollow cross head pin which gives perfect lubrication. This is placed one-sixteenth of an inch above the center of the piston. Thus added power and increased compression is given to the motor.

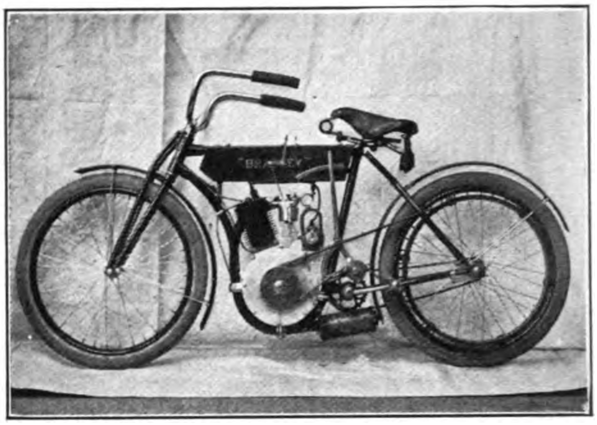
Another new feature is the connecting rod which has been especially devised out of a forging to suit the Armac engine with bronze bushing and a larger driving shaft.

There has been some changes in the selling force of the Armac Motor Co. Since the first of the year the sales agency was in charge of H. H. Thorp & Co., but this partnership was dissolved and the Armac Motor Co. have taken over the entire selling branch of the business. This department will be in charge of L. C. Boardman, who is well known in the cycle and motor trade. A vigorous campaign will be pursued by the Armac Motor Co. during the coming season in anticipation of meeting the increased demand for Armac motorcycles that is growing every day. One part of the business that is receiving a great deal of attention is the sale of motorcycle parcel delivery vans. Considerable publicity has been given to this object and the results have been very gratifying.

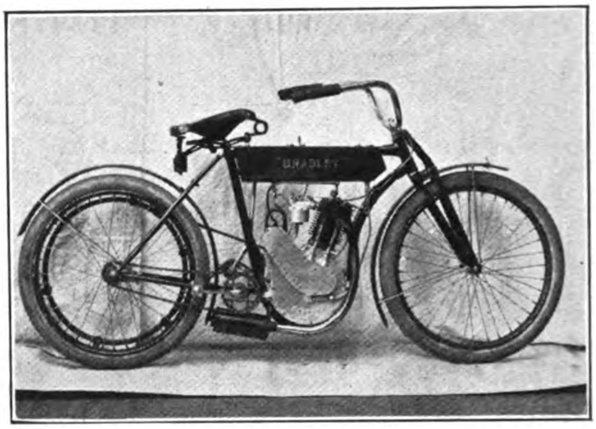
The demand for motorcycles for rural delivery, telephone trouble men and police service is also increasing.

Specifications of the Bradley Motorcycle.

3¼ bore, 3⅝ stroke, mechanical operated valves, 3½-horsepower, double grip control, "Bosch" high-tension magneto; idler adjustable from seat; perfected centrifugal oiling system, 28x2½ G & J tires; 1½-inch double waterproof endless belt; capacity of six quarts gasoline, two quarts lubricating oil; extra wide mudguards; Person's motorcycle seat; noiseless muffler with cut-out; No. 3 Standard Rubber motorcycle pedals; tool bag and tools. One year's guarantee against defects in material and workmanship. Weight, 155 pounds complete.



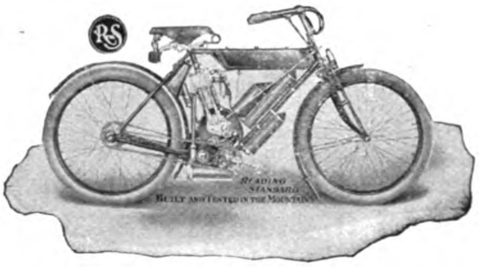
THE "BRADLEY."



THE "BRADLEY."

A Promising Looking Machine.

The latest output of "The Speed Shop," 170 E. 33d Boulevard, Chicago is a good looking racing machine. It is equipped with a twin-cylinder 7-horsepower Peugeot motor and Longumare carburetor, but otherwise


RS
Reading Standard
Built and Tested in the Mountains

America's Best Motorcycle

The first and only real Mechanical Intake Valve Motorcycle made and marketed in the United States. Thousands in successful use. Its superiority over Automatic is acknowledged. The only Motorcycle to climb Pike's Peak. Abundant power and speed. Full of practical features and improvements.

The "R-S" line comprises Single and Twin Cylinder Machines, Tandems, Tricycles, Tri-Cars and Delivery Vans, and represents the most value as well as the most advanced motorcycle construction.

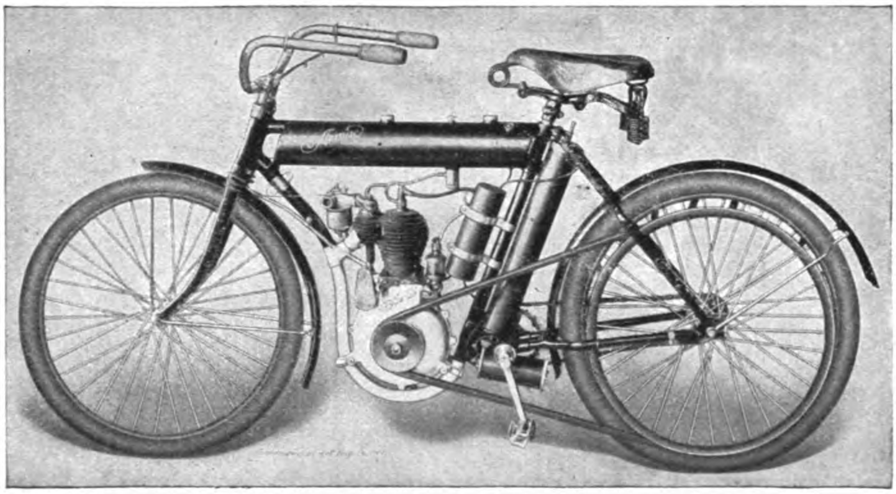
Hundreds of testimonials from every part of the United States showing "R-S" achievements in racing, record making, hill climbing and endurance tests.

Complete illustrated 1908 catalogue sent free upon request. Write us.

Reading Standard Company, Reading, Pa.

ARMAC MOTOR CYCLES

Do you know anything about them? If you don't, then you have missed something. Our new 1908 Model is greatly improved. We would like to tell you about it. Write us to-day, if you are an agent or want to sell the classiest machine in your town.

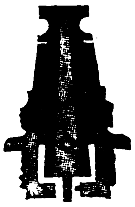


MODEL A.

ARMAC MOTOR CO., Sales Agency
1221 MICHIGAN AVENUE, - - - CHICAGO, ILL.

it is a strictly American production. The frame is low and of short wheel base—50 inches to be exact. The tanks are made of copper and hold about one pint of oil and nearly a gallon of gasoline. Ignition is by coil and dry cells. Although not designed or built for an exceptionally light machine it will probably weigh less than 130 pounds. Mr. Lyons expects considerable from it when completed and says that it is a matter of the rider's ability rather than the machine's speed, for the 7-horsepower French motor is capable of driving the machine at a speed too great for any of the tracks around Chicago. We await its first performance with interest.

Don't be caught Empty-Handed
Mr. Dealer!

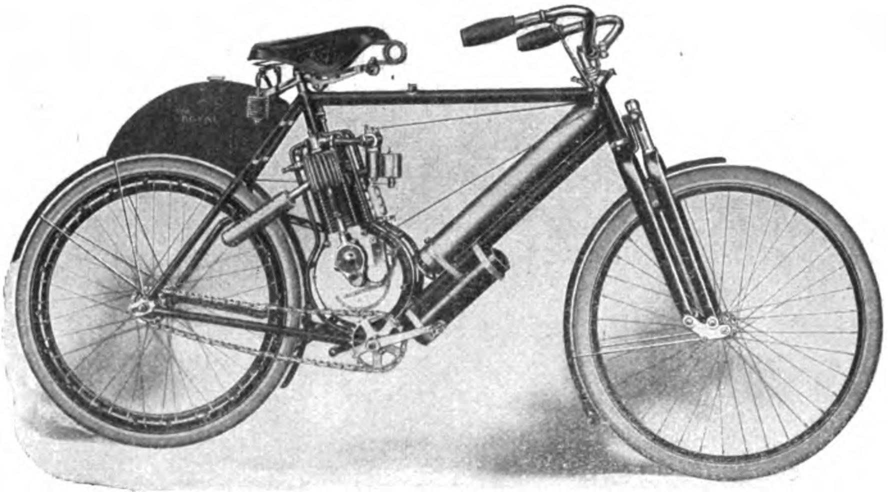


The fact that 75 per cent. of the leading motorcycle manufacturers have adopted the
SPLITDORF Motorcycle Plug
on their engines shows conclusively that you should always have a good supply of these famous Plugs on hand.
C. F. SPLITDORF
Walton Ave. and 138th St. NEW YORK. Branch, 1679 Broadway.

After Shaving
use
MENNEN'S
BORATED TALCUM
TOILET POWDER

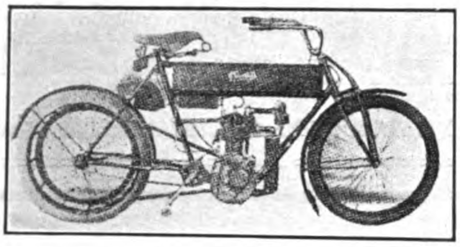
and insist that your barber use it also. IT'S ANTISEPTIC, and will PREVENT any of the skin diseases often contracted.
A positive relief for SUNBURN, CHAFING and all afflictions of the skin. Removes all odor of perspiration. GET MENNEN'S—the original. Put up in non-refillable boxes, "THE BOX THAT LOX." Sold everywhere or mailed for 25 cents. *Sample free.*
Guaranteed under the Food and Drugs Act, June 30, 1906. Serial No. 1542.
Try Mennen's Violet (Borated) *Talcum.*
Gerhard Mennen Co., Newark, N J

ROYAL
by name—and royal in make-up and in performance is a good summarization of the
ROYAL MOTOR BICYCLES
1900



1908
FEWER FADS AND FRILLS
—and more genuine practicality born of nearly eight year's experience than is to be found in any other motorcycle on the market. Inquiry invited.
ROYAL MOTOR WORKS, INC. WORCESTER, MASS.

How Much Would You Give for a Bicycle With Plain Bronze Bearings?



Roller bearings are as essential in a motor as ball bearings in a bicycle. "CURTISS MOTORS" are roller bearing throughout.

SEND FOR CATALOG "Y"

G. H. CURTISS MFG. CO.
HAMMONDSPORT, N. Y.

PennsylvaniA
STEEL-STUDED NON-SKID
MOTOR CYCLE TIRES

Exact duplicates of steel studded Automobile tires modified to motorcycle dimensions.
The speediest tire equipment on the market, because they make speed safe.
Write for description of these and other PENNSYLVANIA types of motorcycle tires.

Pennsylvania Rubber Co., Jeanette, Pa.

N. S. U. MOTORCYCLES ARE TRUMPS

—THAT'S WHY HE LAUGHS—
and well he may, for, the man who rides the 1908 N. S. U. will be happy and contented.
HE'LL GET THERE
and HE'LL GET BACK
and what's more at the time set.
There are a few fundamental points of highest merit embodied in the N. S. U. which should be considered by every purchaser, these are:
The Standing and Experience of the Manufacturer;
The Care used in Construction;
The material employed;
The Appearance;
The Power;
Price.
IF you live in JERSEY write to me for information or list. Questions thankfully received.

AL. BARTSCH
Agent for North New Jersey,
ANDERSON STREET (Cor. Linden St.) HACKENSACK.

TIGER CYCLE WORKS CO.

1908 Models of
"CURTISS" MOTORCYCLES
Ready for Delivery.

Notice:
More powerful than ever, which means still more speed. Improved to an extraordinary degree of perfection, which means Reliability and Satisfaction.

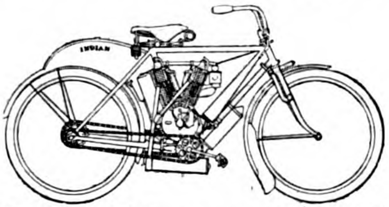
FULL STOCK OF SPARE PARTS ON HAND

No better opportunity than the present to have your machine overhauled and put in good order.
We have the men who can do it, in an expert manner.
We build machines according to your specifications.
All kinds of experiments worked out.

20 SECOND-HAND MACHINES
all makds for sale.

782 Eighth Avenue, - - - New York City
F. A. M. OFFICIAL REPAIR SHOP.

1908 Motorcycles



INDIAN AND THOR
CHAIN OR GEAR DRIVEN.
ROYAL AND THEIM
BELT DRIVEN.

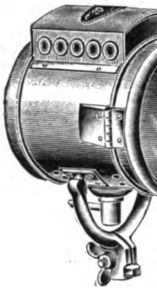
1908 Models now in stock—order now for immediate delivery. Special attention given to mail orders.

Send for Motorcycle and Complete Specialty Catalogue.

F. B. WIDMAYER
2312 Broadway New York City

20th Century

CONTAINED AND SEPARATE GENERATOR
BICYCLE, MOTORCYCLE, AUTOMOBILE & BOAT LAMPS & GENERATOR.
20TH CENTURY CATALOGUES.



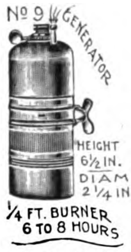
Construction the Best.

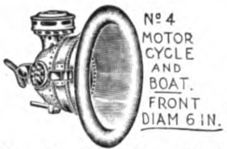
Finest Lenses.

Front diameter, 4¼ inches.

Brackets in Variety.

No. 67. SEARCH LIGHT.


No 9 GENERATOR
HEIGHT 6½ IN.
DIAM 2¼ IN.
¼ FT. BURNER 6 TO 8 HOURS


No 4 MOTOR CYCLE AND BOAT. FRONT DIAM 6 IN.

No. 9 Generator used with both Nos. 4 and 67 on motorcycle.

OIL TANNED CHAMOIS WARRANTED WASHABLE
20th Century RUB PATENTED
FLEXIBLE BACK
WASHING·CLEANSING·POLISHING

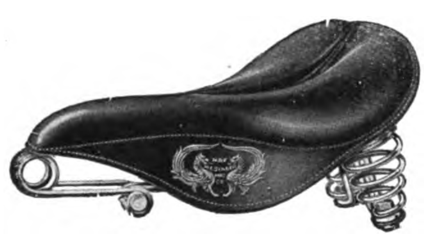
OF INTEREST TO EVERYBODY AND THEIR FAMILIES.

Chamois in practical shape. Quality and Quantity equal to the best and largest whole chamois and for general cleaning and polishing purposes. 20TH CENTURY "RUBS" are better and at one-sixth of the cost. *Clean your Bi- and Motorcycles with them.* Price 25c.

If wanted for this season the best lighting system (and for cooking) for pleasure boats and country homes, authorize 20th Century Mfg. Co. to install it at once.

20TH CENTURY MFG. CO., 19 Warren St., New York.

Mesinger "CAVALRY" Motor Saddle



The top is raised in front and back sufficient to prevent the rider from slipping forward or backward—is curled hair padded and has the form of a horseback saddle.

Length 12 inches, Width 10½ inches. Price $7.00.

Free action in front suspension spring. Enables the rider to proceed at high speed over all obstructions.

H. & F. MESINGER MFG. CO.
1801-1807 FIRST AVENUE, NEW YORK

WANTED—Spot cash paid for a good motorcycle cheap. S. R. Phelps, 22 Thames Street, New York.

WANTED—Side car, second hand; must be cheap. With or without tire. Box 110, Goffs Falls, N. H.

FOR SALE—Three air-cooled cylinders, 3x3½ complete, and three motorcycle coils. B. M. Kinsell, Hagerstown, Md.

FOR SALE—Merkel Largest Motorcycle, new last July; just received again from the factory in first-class order. Fred J. Baker, Jeweler, Huron, S. D.

FOR SALE—M. M. 1907 model; good as new, Can be seen at Henry Heyers, Pacific St. and Bedford Ave., Brooklyn, N. Y.

FOR SALE—Four-cylinder motorcycle engine, in good running order. Box 159, Marshalltown, Iowa.

FOR SALE—M. M. Tri-Car, in first-class condition; $200.00 takes it; bargain. L. J., Box 1334, New York City.

FOR SALE—Double cylinder six-horsepower Bradley Motorcycle. Good condition. V belt. Has long wheel base and 2½ tires. 420 North 32d street, Philadelphia, Pa.

FOR SALE—Indians, 1907, $120; 1906, 105; 1905, $70; Curtis, 1907, $100; Thomas, 2 h.p., $45; Columbia, 3 h.p., $40. All guaranteed. Will exchange with you. M. L. Van Keuren, 34 Cove Ave., East Norwalk, Conn.

MOTORCYCLE SUPPLIES
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MOTORCYCLE SUPPLY CO.
HAMMONDSPORT, N. Y.

FOR SALE—3-horsepower N. S. U.; magneto, lamp, horn, cyclometer, special tool kit; $165. Also U. S. U. Rigid Sidecar, practically new; $85. Dalton, 515 Lexington Ave., New York.

F-N FOUR CYLINDER—In First-class condition; is not scratched and looks like new. Will sell for $200. Terms: $50 with order and balance on delivery. Sidecar, $75 extra. E. H. Alexander, Lexington, Ky.

N. S. U. MOTORCYCLE BARGAIN—3-horsepower, exactly like 1908 Model, in perfect running condition and looking like new, with extra engine pulley to raise gear, two 20th Century headlights, with tubing, gas bag and brackets, auto horn, trip cyclometer and new tire on back wheel; only $165.00 complete. *Also 1908 Models for immediate delivery.*
AL BARTSCH,
Hackensack, N. J.

BARGAINS—One 1908 M. M. "Special," fully equipped; never out of show window; two weeks old; $170. Also one 1908 M. M. "Special," still in crate from factory; $180. Both machines guaranteed for six months. Address, Box B., Care Motorcycle, 3 Broad St., New York City.

FOR SALE—Armac motorcycle; fast machine; fine condition; need the money. $125. Address M. H. Mills, No. 454 Edward street, Kenosha, Wis.

FOR SALE—One 1907 Indian motorcycle in good condition, used but little. L. E. Lee, M. D., Weatherby, Mo.

FOR SALE—1906 Indian; fine condition, run only 2,595 miles. For description and price, address H. A. Anderson, 61 Chestnut St., Brattleboro, Vt.

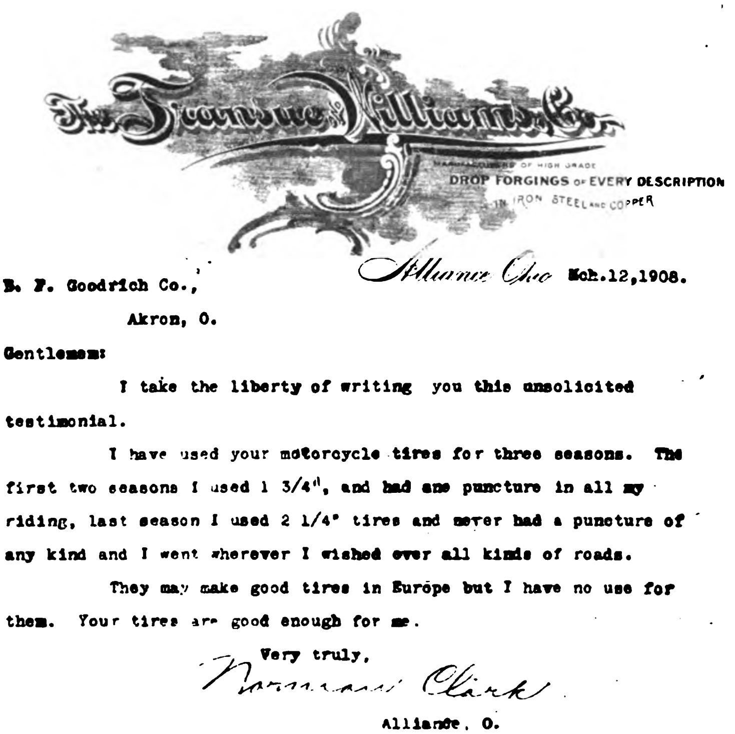
FOR SALE—Double cylinder motorcycle engine; run on test only; 3x3¼, castings also. Photo on application. $65.00. Box 51, Highland Station, Springfield, Mass.

"MOTORCYCLES AND HOW TO MANAGE THEM." 133-page book. Useful. Price, 50 cents a copy, or given with a year's subscription to The Motorcycle for $1.00. Address, 3 Broad street, New York.

SPOT CASH for a good motorcycle; cheap. B. P. McCormick, Monroe, Ga., Box 122.

FOR SALE—1907 M. M. Has been used to demonstrate; enamel in good condition; extra casing and tube. Price, $115 W. W. Brown, Littleton, N. H.

GOOD ENOUGH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Manufacturers of High Grade
DROP FORGINGS of EVERY DESCRIPTION
in IRON STEEL and COPPER

Alliance Ohio Mch.12,1908.

B. F. Goodrich Co.,
Akron, O.

Gentlemen:

I take the liberty of writing you this unsolicited testimonial.

I have used your motorcycle tires for three seasons. The first two seasons I used 1 3/4", and had one puncture in all my riding, last season I used 2 1/4" tires and never had a puncture of any kind and I went wherever I wished over all kinds of roads.

They may make good tires in Europe but I have no use for them. Your tires are good enough for me.

Very truly,
Norman Clark
Alliance, O.

Read the Letter

Three years' use—one puncture only

GOODRICH MOTORCYCLE TIRES

Built like an automobile tire—rides like a bicycle tire.

The B. F. Goodrich Co.

AKRON, OHIO.

Branches in all Principal Cities.

To the Buyer of a 1908 Motorcycle

SECTION CUT AWAY
SHOWING SPONGE

To make riding comfortable

YOU MUST USE

Mattson's Sponge Rubber Grips

If not regularly furnished on your new mount, **specify** them when ordering and get them without extra charge.

Insist on Having Them !

No other Grip can take their place to avoid "THAT NUMB FEELING" in hands and wrists ∴ ∴

All up-to-date manufacturers are using them. Leading jobbers everywhere carry full line.

MATTSON RUBBER CO., LODI, N. J.

Ask Whipple for

BARGAIN BULLETIN No. 2

- It describes ten '07 Motorcycles, all best makes, On hand at close of season, all good as new—some never used. Tires unsoiled—some used to demonstrate with, but bright and new. All at sacrifice prices.
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- It describes our various lines of 1908 double and single cylinder Motorcycles, Attachments, Tandem, Fore Car, Side Car, etc.
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Send stamp and look for prompt response.

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YOU HAVE READ CATALOGS

by the score, but you haven't discovered the PERFECT MOTORCYCLE unless you have investigated the famous F.N. BIG FOUR

$1908\frac{1}{2}$ CATALOG

NOW READY!

IN 1904 the F.N. BIG FOUR was placed on the European market, a practical success from the very start.

IN 1904 the F.N. built a four-cylinder motorcycle, when other makers were advocating single cylinder machines.

IN 1904 the F.N. fitted magneto ignition as standard equipment.

IN 1904 the F.N. employed the bevel gear, shaft drive, entirely enclosed and protected from dust, and running in grease.

IN 1904 the F.N. perfected their spring fork, and competitors must acknowledge that even now, in 1908, there is none better.

IT IS NOW 1908—four years later—AND THE F.N. IS STILL TWO YEARS AHEAD OF ALL OTHERS. Other makers have adopted twin cylinder engines as being smoother in operation and more efficient than a single cylinder. Even the American manufacturers, who have been slow to adopt magneto ignition, now acknowledge the superiority of the magneto over the battery. Spring forks, also, have become almost a necessity. AND SOONER OR LATER FOUR CYLINDERS WITH A SHAFT DRIVE MUST TRIUMPH!

Why should YOU pay for these experiments?

THE 1908½ MODEL OF THE F.N. BIG FOUR SOUNDS THE

FINAL NOTE

in motorcycle design and construction. The three great objections to the motorcycle—ignition trouble, transmission trouble and vibration—have been absolutely overcome. THINK IT OVER and decide to ride

"THE MOTORCYCLE FOR GENTLEMEN"

Ovington Motor Co., 2232 B'way, New York

Dealers: Write for our proposition to-day.

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TEN CENTS

MOTORCYCLE ILLUSTRATED

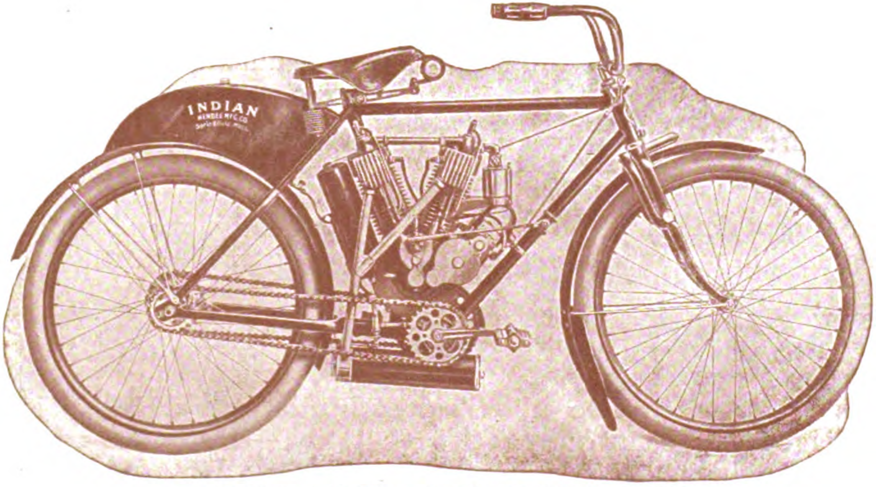
Vol. III
June, 1908
No. 6
MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

"THERE ARE THREE KINDS OF PEOPLE IN THE WORLD: THE WILLS, THE WON'TS AND THE CAN'TS"

MOTORCYCLES ARE BUILT THE SAME WAY

THE INDIAN

ALWAYS MAKES GOOD



5 H.P. Twin, with Magneto. The Machine that WINS

THE MACHINE THAT HOLDS ALL RECORDS IS THE ONLY BEST

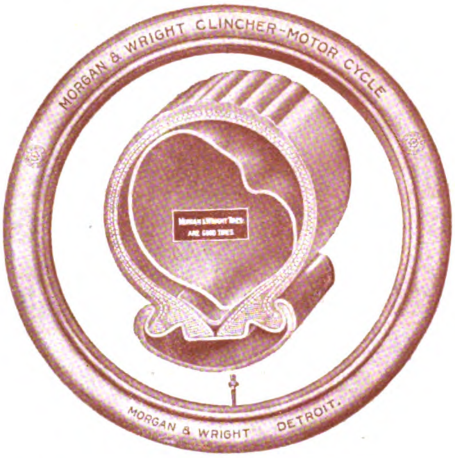
READ THE RECORDS AND MAKE YOUR OWN COMPARISONS

GET THE FACTS. ASK FOR "INDIAN VICTORIES" AND CATALOGUE 4

HENDEE MANUFACTURING CO., [illegible]

A MOTORCYCLE TIRE OF "M & W QUALITY"

A Strong, Safe, Economical Tire to use, and a thoroly SATISFACTORY Tire for the dealer to handle


MORGAN & WRIGHT CLINCHER-MOTOR CYCLE
MORGAN & WRIGHT TIRES ARE GOOD TIRES
MORGAN & WRIGHT DETROIT.

GOOD POINTS

First: A casing made of a special closely woven fabric, giving great strength and susceptible to permanent repairs at small expense. Resists punctures.

Second: A casing formed *in the making* to the shape which it will assume when in use.

Third: An inner tube of superior quality, made of several plies of rubber by the same process we use in making our well known bicycle tubes.

This method gives a seamless, built-up tube, which is stronger than a single-ply tube, for the same reason that a laminated rim is stronger than a single piece rim.

Fourth: A tube made in the shape it will assume when in the casing, thus insuring a perfect fit.

Fifth: A tire which is easily applied and removed, because it is not necessary to shape it with the hands.

Sixth: A complete tire, embodying all of the good ideas developed by several years' experience in manufacturing a satisfactory automobile tire.

Wherever Bicycles are sold, ridden or repaired, Morgan & Wright Tires have an Established Reputation as Good Tires

And it is a fact that can be subscribed to by dealers and riders in every city, town and village in the country, that this reputation—established when "safeties" first came into vogue, and continued thruout the hey-day of bicyling—has never been more thoroly lived up to than it is at the present time.

This reputation is not only an invaluable asset to our business, but is responsible for the continued favoritism which is shown by dealers and riders generally for tires, tubes, cements and accessories of all kinds bearing the M. & W. stamp.

MORGAN & WRIGHT, DETROIT

TEN CENTS
MOTORCYCLE
ILLUSTRATED
Vol. III. No. 6 June, 1908

PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY

RECORDS MADE AT FORT GEORGE CLIMB

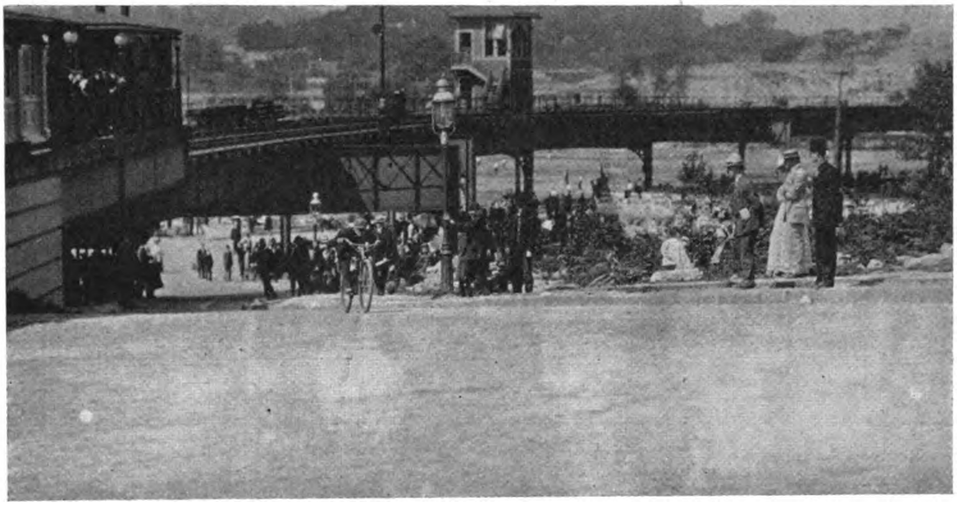
AT the postponed Decoration Day hill climb of the New York Motorcycle Club, held on Saturday, June 6, up the 1,290-foot grade leading from Dyckman street to Fort George, New York City, a new record was set which will take a whole lot of climbing, both motorcycle and automobile, to better. Twenty-four seconds flat is the new time, and it was not a walkover for any one machine either—the three following in the same event were all within 1 second of the winner. This was in the free for all, which furnished the most spectacular riding of the day.

CHAPPLE WINNING CLASS C ON N. S. U.

A crowd of several thousand persons witnessed the six events, which were run off in fast order after the delays attending the taking of post entries had held up the first event for over an hour. All along the hillside spectators watched the riders with great interest, and after Classes A and B were run off and the faster machines began to follow one another in rapid succession cheers greeted each rider who made good time. It was easy, too, for the spectators to tell who were making good time in each event, as just a few seconds' difference in actual time made all the difference in the world in the appearance of speed in each machine.

The day was ideal, plenty of sunshine, and with just breeze enough to keep things from getting too warm. A number of automobile parties assembled at the top of the hill, but most of the spectators were out and out motorcycle enthusiasts who had traveled miles, some of them, from Jersey, Long Island and New England.

There were fifty-one entries all told, nearly half of which were made just before the start of the first race was scheduled. This, of course, delayed matters until all entrants could be assigned numbers and given final instructions. In each of the first four classes three prizes were presented, and with the exception of the first event, which was an easy win for Goerke, all places were hotly contested for. One prize only was given in the Free for All and in the Collender's Formulæ event. Special prizes were also given to the New York Motorcycle Club members making the best time in Classes B and D. These were won respectively by F. Dalton, F. N., and W. W. Wray, Jr., Peugeot.



HARDEST PART OF THE CLIMB. GUSTAFSON ON INDIAN

Walter Goerke, the Brooklyn Indian rider, captured the first two events in handy style, the first in 33 1-5 seconds and the second in 33 4-5 seconds. In Class C he got third place, and in B second. In the Free for All he lost third place by just 1-5 of a second.

SPECTATORS AT THE FINISH

Charles Gustafson, another Indian boy, also rode well and consistently. He captured the Class D event and the Free for All, the latter in the remarkable time of 24 seconds.

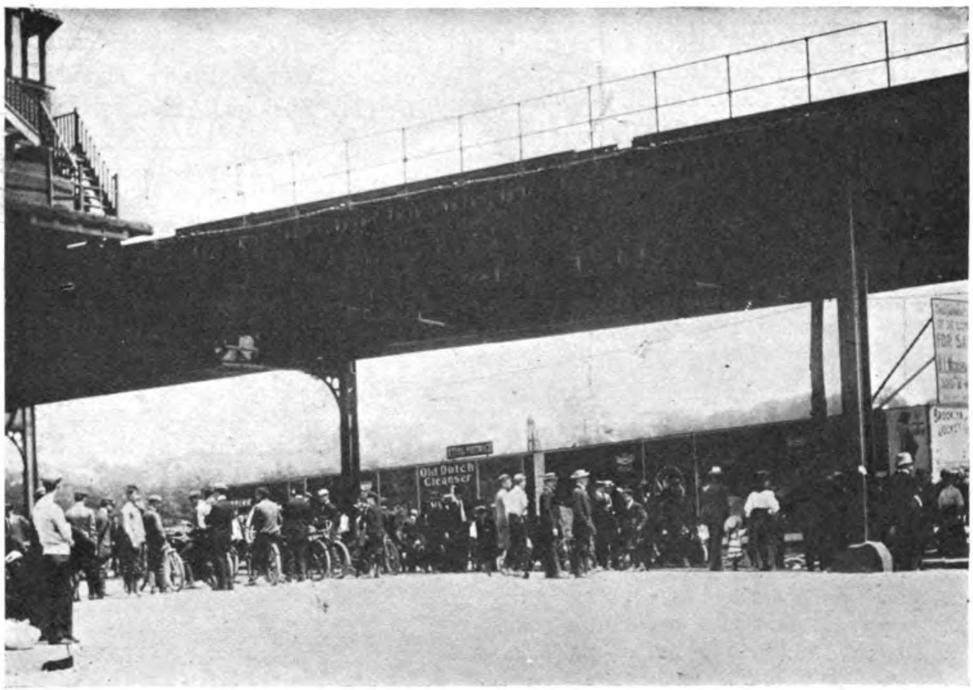
George Hendee was himself on hand to uphold the Indian supremacy, and rode in the Collender's Formulæ event on one of the little singles, capturing second place with 321 points. F. A. Baker, Indian, won with 354 points.

In Class C seventeen starters made the climb, and only 12 seconds separated the last from the first. This class was limited to machines with engine capacities not exceeding 50.10 cubic inches, and was won by A. G. Chapple on a 6-h.p. N. S. U. in 29 1-5 seconds.

Chapple is a member of the New York Motorcycle Club, and rides only for his own pleasure. His showing on the N. S. U. was therefore somewhat of a surprise to all except a few knowing ones.

It was the free-for-all, F. A. M. limit of 61.0 cubic inches cylinder capacity, that furnished the real excitement of the day. Only a second separated the first four riders in this event, and the spectators as well as riders themselves were keyed up to the highest point of expectation and enthusiasm. The 24 seconds flat, in which Gustafson drove his 7-h.p. Indian up the hill sets a new record for this climb, beating the best previous time, held by a White steamer, by some 6 seconds. In this event Glen Curtiss drove his 6-h.p. Curtiss only 3-5 of a second slower, in 24 3-5; Billy Wray, on a 7-h.p. Peugeot made it in 24 4-5, and Walter Goerke, Indian, in an even 25 seconds.

Wray made a great effort to better Gustafson's time, and the timers, having failed to catch him on his first trial, he had a second opportunity to do so. Up the hill he came, going great guns, and if he had made the first half of the climb as fast as he did the second there would be even a better record than 24 seconds to show for the day. As it was, Wray finished so fast that his machine went up in the air and covered about 50 feet on its rear wheel before it threw him, finally crossing the avenue beyond the finish and landing in a vacant lot. Beyond a few scratches on his hands Wray was uninjured, but his clothes were torn and the machine was so wrecked it will need considerable repairing before it is ready to take the road again. Wray's whole attention was on the race, and the moment he picked himself up he ran back to the timers and inquired, "What did I make it in?"



LINED UP JUST BELOW THE STARTING LINE

There was another accident, which occurred at the foot of the hill and and delayed the start of the last race for about 20 minutes. Benjamin Jaffey, 146 Ludlow street, attempted to cross the course just above the starting line and was hit full force by one of the M.-M. riders. He was taken to the Washington Heights Hospital, and after his lacerated scalp was fixed up he was sent home.

The summaries are as follows:

Class A, for motorcycles with engines not exceeding 21.10 cubic inches piston displacement—Walter Goerke, 2¾-h.p. Indian, 33 1-5, won; F. A. Baker, 2¼-h.p. Indian, 43 2-5, second; Russell Smith, 2¼-h.p. Indian, 47, third; Chas. Gustafson, 2¾-h.p. Indian, 47 2-5; Geo. Squires, 3-h.p. Light, 49 2-5; Wm. Stiebuer, 50; Percy Drummond, 2¼-h.p. Indian, 51; Jas. McLaughlin, N. S. U., 51 2-5.

Class B, for motorcycles with engines not exceeding 31.10 cubic inches piston displacement—Walter Goerke, 3½-h.p. Indian, 33 3-5, won; W. Ginger 3½-h.p. M. M. 36 second; G. H. Curtiss, 3-h.p. Curtiss, 36 1-5, third; F. A. Baker, 3½-h.p. Indian, 37 3-5; F. Dalton, 5-h.p. F. N. 39 4-5; Fred Voelker, 3¾-hp. N. S. U., 41 2-5; M. Champlin, 3-h.p. Curtiss, 44 2-5; Abbot Lane, 3½-h.p. M. M., 46; Alfred Lane, 3½-h.p. M. M., 47 3-5; Geo. Squires, 3-h.p. Light, 50 2-5; J. Sheehan, 3½-h.p. M. M., 52 2-5; J. H. Lange, 4½-h.p. F. N., 54 1-5; Tom Rice, 4½-h.p. F. N., 56.

Class C, for motorcycles with multicylinder engines not exceeding 50.10 cubic inches piston displacement—A. G. Chapple, 6-h.p. N. S. U., 29 1-5, won; Russell Smith, 5-h.p. Indian, 31 3-5, second; Walter Goerke, 5-h.p. Indian, 32 3-5 third; F. W. Horenburger, 5-h.p. Vindec, 33; Chas. Ruck, 5-h.p. Indian, 33; F. A. Baker, 5-h.p. Indian, 33; A. Gill, 5-h.p. Indian, 33 3-5; Percy Drummond, 5-h.p. Indian, 33 4-5; Carlton Kelley, 6-h.p. N. S. U., 34; J. Schleicher, 34 2-5; Chas. Gustafson, 5-h.p. Indian, 34 2-5; Perry Deyo, 5-h.p. Indian, 34 4-5; Fred Voelker 6-h.p. N. S. U., 34 4-5; E. Swain, 6-h.p. R. S., 37 2-5; A. Eberhardt, 5-h.p. Vindec, 38 1-5; E. Meyer, 5-h.p. Vindec, 40 2-5; F. Littlefield, 5-h.p. Vindec, 41.

Class D, for motorcycles with multicylinder engines not exceeding 61.0 cubic inches piston displacement—Chas. Gustafson, 7-h.p. Indian, 25, won; Walter Goerke, 7-h.p. Indian, 26 1-5, second; W. W. Wray, Jr., 7-h.p. Peugeot, 26 3-5, third;

JOCKEY CLUB
BROOKLYN JOCKEY CLUB
BROOKLYN JOCKEY CLUB
JUNE 18

WEIGHING IN. H. J. WEHMAN, E. KICHERER, GEO. HENDEE

G. H. Curtiss, 6-h.p. Curtiss, 28 2-5; A. G. Chapple, 7-h.p. Vindec, 29 4-5; Geo. Ruck, 5-h.p. Indian, 33; G. Strollin, 34 1-5.

Free-for-All, for motorcycles with engines of any capacity; auxiliary exhaust ports permitted in this class only—Chas. Gustafson, 7-h.p. Indian, 24, won; G. H. Curtiss, 6-h.p. Curtiss, 24 3-5, second; W. W. Wray, Jr., 7-h.p. Peugeot, 24 4-5, third; Walter Goerke, 7-h.p. Indian, 25; A. G. Chapple, 7-h.p. Vindec, 29; Russell Smith, 5-h.p. Indian 29 2-5; A. D. McCurdy, 6-h.p. Curtiss, 34 1-5; Geo. Ruck, 5-h.p. Indian, 36; C. E. Werner, 37.

Collender's Formulae for motorcycles with engines not exceeding 61.0 cubic inches piston displacement. The winner of this class determined by the highest figure of merit. Figure of merit equals weight of machine and rider divided by cylinder capacity multiplied by time in seconds.

Name.	Machine.	Time.	Total Weight.	
F. A. Baker	Indian	.45 3/5	283	354 points
Geo. Hendee	Indian	1.12	404	321 points
H. Jehle	Jehle	1.14	329	289 points
F. Dalton	F. N.	.40	307	279 points
Thos. Rice	F. N.	.46	306	265 points
E. L. Ovington	F. N.	1.00 3/5	431	259 points
G. H. Ruck	Indian	.33 4/5	301	230 points
T. Selfridge	Curtiss	.41 4/5	280	223 points
F. Horenberger	Vindec	.43 2/5	394	219 points
A. G. Chapple	N. S. U.	.30	307	209 points
J. F. McLaughlin	N. S. U.	.40 4/5	385	195 points
D. Patterson	M. M.	1.14 2/5	349	151 points

A 1600 MILE PLEASURE TOUR

WESTERN progressiveness, known the world over, is exemplified in motorcycle circles in the city of St. Paul, Minn., by three riders who have the "Git up and go" in them to attempt a 1,600-mile pleasure jaunt in ten days' time.

The trip will be from St. Paul to Cheyenne, Wyo., and return, and two riders, C. S. Horn and J. J. Dilley, will undertake it, being accompanied possibly by one other.

Mr. Horn is one of the instructors in the Globe Business College, and Mr. Dilley is with W. J. Dyer & Bro. They intend to start on their long journey at some date between June 15 and June 20, when it is expected the weather will be settled and the roads in as good condition as they are ever to be found. Mr. Horn rides an Indian, and Mr. Dilley a R.-S.

C. A. Carpenter has about decided to go along in company with the other two, and will make a third man. He rides the R.-S.

The entire journey will be about 1,600 miles and the young men expect to make about 150 to 170 miles a day, and to keep on the road about ten hours a day. After they get well clear of St. Paul they will shape their course through South Dakota, and have the advantage of the prairie roads of that State.

In studying the route the men have decided to avoid the sandy country of the more southern route. They will ship their baggage ahead of them, and take nothing in the way of luggage on their wheels.

Their itinerary includes Granite Falls, Minn.; Watertown, Huron, Pierre, Rapid City, Buffalo Gap, S. D.; Hay Springs, Alliance, Neb.; Cheyenne Wyo.

KANSAS CITY, MO., May 17.—About 8:30 o'clock last night four very hot and dusty but still well satisfied men rode up to the starting point on Armour boulevard. These were D. A. Moses, Charles Hanson, L. C. Shellaberger and C. C. Hahn, who started out with the automobiles yesterday morning on Indian motorcycles. They did not get to Lawrence, but they managed to cover just a fraction over 161 miles in the course of their wanderings over the plains of Kansas.

GUSTAFSON ON THE INDIAN TWIN

American *vs* Foreign

Replies to Fuller. The last phase of this controversy, which has defaced this paper in the past, and which now closes. Meanwhile, no motorcycle is perfect, but all makers are striving for perfection, and this constant reach for the ideal is the life of the sport and the trade

THE article entitled "American vs. Foreign Motorcycles," in your May issue, contained so many misstatements that it is impossible for me to answer it as fully as I should like to. Instead of going over a lot of matter that has already been threshed out pretty thoroughly in your paper regarding American and Foreign machines I shall confine myself more particularly to the subject of Magneto vs. Battery Ignition Systems, as applied to the motorcycle. The writer of the article above referred to, Mr. Fuller, shows such evident ignorance with regard to the fundamental principles upon which the magneto is based that I cannot allow his article to go by without severe criticism.

In the second paragraph of the article mentioned Mr. Fuller states that I advocate the magneto because it is cheaper than the dry battery. I have never made any such statement as this in any article, and I defy Mr. Fuller or anybody else to produce any such statement. I distinctly stated that what has always been against the magneto, and what will probably always be against it, is the first cost. Any one who knows anything about the subject at all knows that a magneto costs more than a battery outfit. What I have claimed is that the magneto is far more reliable than the battery, and that it does add power and speed to a machine.

Let us consider, first, the matter of reliability. Mr. Fuller states that the magneto, as used on the F. N., N. S. U. and other foreign machines, is composed of very many delicate parts requiring accurate adjustment in order to operate with any degree of satisfaction. This, at the outset, shows that Mr. Fuller is ignorant of the construction of a magneto. In a magneto two pieces of magnetized steel take the place of three cumbersome, unreliable and inefficient dry batteries. A very small armature takes the place of a large and unwieldy coil. In the magneto, instead of using more or less flimsy contact mechanism, there is a compact and efficient contact mechanism with platinum-iridium contact much larger than any battery system ever used. How Mr. Fuller can call two pieces of magnetized steel more complicated than three dry batteries with their connecting wires and terminals, and can also call an armature about 1¾ inches in diameter and 3 inches long, more cumbersome than an induction coil 3 inches in diameter and 8 inches long, is more than I can see.

As far as the contact mechanism is concerned, a glance by a disinterested but intelligent third party would indicate that the contact mechanism on a magneto is ten times more reliable than the comparatively flimsy device on a motorcycle using battery ignition. Mr. Fuller states that he fails to see why magnetos are relied upon to do their work without attention when all other devices have skilled electricians to watch them. That is because the two pieces of apparatus are entirely different and cannot be compared. In an electric station the dynamos as a rule have commutators and brushes which carry hundreds of h.p. of electric current. They are subjected to enormous mechanical and electrical strain. Even then the electric generators in electric lighting stations require practically no attention compared with the other apparatus. The prime movers are what require principal attention in an electric light station. I know because I worked in one for over two and a half years, namely, the big Edison staion at 53 Duane street, New York.

You will see the attendants spend most of their time upon the steam engines and switchboard arrangements in the large electric light stations and spend comparatively little time upon the electric generators. As a matter of fact the electric generators go year in and year out with comparatively slight attention. In order to prove this look at the number of attendants required at the big power plant at Niagara Falls. Here there are eleven units of 5,000 h.p. each. The prime movers in this case are water turbines, which are located far below the generators. The electric generators are on the main floor, and when I have visited this station, as I did several times, I only saw one attendant taking care of the whole eleven generators, and he didn't seem to be very much overworked. It took quite a few to take care of the other mechanisms in the station, but the electric generators themselves require practically no attention.

Mr. Fuller states that every magneto must have carbon brushes which press fairly hard and must go without lubrication. If Mr. Fuller examined my magneto, after running an entire season, and saw that the carbon brush in it showed absolutely no signs of excessive wear he would hardly make a statement of this kind. As a matter of fact the spring which presses the carbon brush on the revolving ring in the magneto is composed of wire no thicker than a man's hair. It presses very lightly indeed and just sufficient to make contact. I see no reason why a magneto should not go 50,000 miles without the carbon brush requiring the slightest attention. As a matter of fact, when a magneto goes wrong, the carbon brush is about the last thing that gives trouble. Evidently Mr. Fuller has had little experience with magnetos in actual practice. Mr. Fuller states that, with a road gear of 6-1, a magneto on a 2 or 4-cylinder machine revolves the enormous number of 95,000,000 turns in every 500 miles. In the first place I should like to inform Mr. Fuller that the magneto on a twin with a road gear he mentioned revolves only about 2,250,000 times every 500 miles instead of 95,000,000 times. According to his arrangement the magneto goes twenty times as fast as the engine. I should advise him to borrow the logarithm table of his friend in Steven's Institute and make this elementary computation over again.

2,000,000 REVOLUTIONS NOT REMARKABLE.

Granted that a magneto makes over 2,000,000 revolutions when the motorcycle goes 500 miles there is nothing at all remarkable about this. Let Mr. Fuller calculate the number of times the wheels in a watch go round in a year, or the balance wheel swings back and forth, or the number of times that the wheels of a locomotive, street car or other vehicle rotate in a comparatively long period, and he must acknowledge that there is nothing remarkable about the performance of a magneto on a motorcycle. As a matter of fact the wheels in a watch go around for years with practically no attention. It must be borne in mind that the armature of a magneto revolves practically without friction, and there is not 1-50 of the wear in a magneto that there is in the engine to which it is attached. As a matter of fact any magneto, properly made, will outlast half a dozen engines, and that is all that any one can expect. Mr. Fuller loses sight of the fact that if, as he stated, a magneto went around 95,000,000 times every time the motorcycle went 500 miles, the engine on a 4-cylinder motorcycle would also go around the same number of times. As a matter of fact, and as above stated, he is wide of the mark in his calculations.

Mr. Fuller shows his ignorance of an electrical apparatus when he states that the heat generated in a magneto cannot get out and is of such a degree as to be dangerous. The heat generated passes through the metal parts of the magneto and is there radiated into space with very great ease. There is no trouble whatever from the heating in a magneto and it never reaches a degree where it can begin to be dangerous. He is comparing a magneto with a very small output to an electric light generator heavily loaded. As stated before this comparison is entirely unfair. If magnetos needed ventilating the designers of them would make them so that they would ventilate themselves. With regard to the electric light generators giving up the shuttle, or Siemans type of armature, he is again ill informed. This type of armature was given up on electric generators principally because the impulses of the electric current followed each other too slowly and types of armatures such as the Gramme ring, and drum armatures, were substituted. The latter type of armature furnishes a much smoother current, and in electric lighting this is necessary.

ARMATURES NOT WAX INSULATED.

Mr. Fuller states that, as the armatures of magnetos are insulated with paraffine wax they are particularly liable to short circuit. How does he account for the fact that on thousands of motorcycles all over the country it is a very rare occurrence indeed to have an armature short circuit? Incidentally, he had better pull a magneto to pieces and confirm my statement that magneto armatures are not insulated with wax. From his description I do not think he ever saw the inside of a magneto. I acknowledge that if the armature of a magneto is ruined an expert is required. The same thing may be said of an induction coil in the battery system. The armature is almost identically the same electrically as the induction coil, but is usually wound much more carefully and greater pains are taken to prevent short circuit.

The most ridiculous statement in Mr. Fuller's article is the lack of protection for the magneto. Take any of the magneto machines. I quote the F. N. Big Four as an example. Look at the picture of an F. N. machine and tell me how the magneto can be injured by the machine falling over. It is directly attached to the front of the engine and, being narrower than the engine, the engine itself would hit the ground or other obstacle before the magneto and thus protect it. As a matter of fact, when a machine falls about the only damage that is done is to bend the pedal crank of the pedaling gear. I can name a certain party who went on a tour through long sandy roads and who fell fifteen times on that one tour and then stopped counting. His magneto was not injured in the slightest. I will be glad to give Mr. Fuller this party's name if he wishes it. Mr. Fuller picks out the magneto on the F. N. as being particularly liable to damage. Let the readers of Motorcycle Illustrated turn to the picture of the F. N. in this issue and then tell me how the magneto can be injured by a fall. Mr. Fuller had better rake up better arguments than that if he wishes to overthrow the magneto. It shows that he is pretty well pushed for material with which to spite the advance of the magneto when he uses such an absurd argument as this.

First Cost Is Greatest.

I will not answer Mr. Fuller's remarks about the cost of the magneto. I have never claimed that the first cost of the magneto is less than the battery system. Furthermore, I answered this argument pretty fully in your last issue. I understand that for the price of the magneto you can buy enough batteries to fill a truck, but that does not help you when your batteries give out between two towns and you have to walk to the nearest battery shop, or possibly pedal your machine. There are some people who prefer to pay the slight extra cost and be sure that they will not have to go through such an experience. Mr. Fuller goes on to state that the cost of maintaining a magneto is 100 per cent. of the original cost. The cost of maintaining mine last year was absolutely nothing, since I never even adjusted the magneto during the whole of last season, and I see by an article in a foreign motorcycle magazine that one rider went over 20,000 miles with his magneto without any trouble whatever.

Mr. Fuller states that a battery gives 90 watts and quotes me as an authority. I would like to have Mr. Fuller produce any article in which I have stated that a battery delivers any such current in practice. As a matter of fact the combined voltage of three cells of dry battery under working condition is not over, at a maximum, 4½ volts, and the ordinary induction coil, when the motorcycle is running at speed, does not require at maximum over one ampere. This means that the battery delivers 4½ watts. Mr. Fuller's statement that it gives 90 watts is just fifty times more than actual practice. He had better read over some of my articles on elementary electricity and magnetism.

In the paragraph where he tries to prove that a magneto requires nearly a quarter horsepower I am utterly unable to follow his figures. I have made a specialty of mathematics for about six years, but I am unable to follow Mr. Fuller in his remarkable series of computations. He goes on to say that a magneto would use up $30 worth of gasoline when the motorcycle had gone 8,500 miles. If any of the readers of Motorcycle Illustrated see how he gets this figure I would like them to write and tell me. I certainly cannot make head nor tail of his foolish argument. As far as taking power, the magneto gives power instead. Ask any chauffeur who has a battery and magneto system on his car. He will tell you that he gets much better power on the hills when his magneto is used than when he employs the dry battery. A magneto requires practically no power to operate it. All one has to do is to take a magneto in his hands and turn the armature over with his fingers. In this manner and using a good magneto one can light a cigarette from the hot spark generated, and yet the effort required is very small indeed. You cannot exert one-quarter horsepower with the first and second fingers of one hand with such slight effort. Let Mr. Fuller go down into the laboratory of the Stevens Institute with his friend and try this on a dynamometer.

To my knowledge in none of my articles have I ever mentioned the make of any particular machine, but I am forced to in this case. Mr. Fuller asked: Could anyone think of matching an F. N. Big Four with a 4-h.p. Indian or a 5-h.p. Curtiss. I beg to say that I shall be glad at any time to meet Mr. Fuller or anyone else on either of the machines above mentioned, or any other machine that he can get hold of, provided they will meet me with the same gear ratio that I use on my F. N. The F. N. Company in Belgium will not make us a special racing machine, as they do not believe in this class of motorcycle. They aim to make the ideal touring machine, and they put a comparatively low gear on it. As a matter of fact I have been out on every run of the New York Motorcycle Club during the last season, and I have been right up in the front rank most of the time. I do not know where Mr. Fuller lives, but if he lives anywhere in New York and will come into my office I shall be glad to take a ride with him and make him sit up and take notice with regard to how a heavy touring machine can go. Our factory has never made a racing machine and probably never will, but when it comes to a standard touring motorcycle the F. N. is right there with the rest.

A Comparison of Cost.

I shall pass over Mr. Fuller's remarks regarding American and Foreign machines with a very few statements. In the first place 28 machines finished in the double century 200-mile run of the New York Motorcycle Club held on May 10. Of these 28 machines 17 were foreign and 11 American. Two years ago there were practically no foreign machines in the New York Motorcycle Club. Now almost every experienced rider in the club rides a foreign machine. This fact alone speaks for itself so loud that any but the wilfully deaf may hear. Compare the American machines of last year with foreign motorcycles and you will see a wide difference in design. Compare the new models of the American machines brought out this year with the foreign machines and you will see that they are strikingly similar. They both have vertical engines and both have double horizontal bars with a tank placed firmly between them. They both' have spring forks and, in many cases, they both have stands and magnetos. Mark my words, that next year the 1909 American machine will approach more nearly the foreign article. I am aware of the fact that statements of this kind do not increase my popularity, but they are facts nevertheless, and the fact that I have repeatedly stated them and nobody has proved to the contrary shows that my arguments are backed with truth.

Mr. Fuller states that another great fault of foreign machines is their weight. He says part of this weight is due to the magneto, which is very heavy for such a small thing. I will agree that the weight of the magneto is concentrated. The whole ignition system on a magneto-driven machine is contained in a cube six inches square. Put a magneto on a scale pan, however, and put three batteries and induction coil and the rest of the apparatus in the other side, and if you can prove that a magneto is heavier than a battery outfit you are doing more than I can. Mr. Fuller then states that the foreign designer has no idea how to place his material in building a machine. How many times have you heard of a foreign frame breaking? How many times have you heard of an American frame breaking? Who knows more about the strength of material and the proper design of a motorcycle frame? I shall let the reader answer this question for himself, and if he is not prejudiced I know the way he will answer. Mr. Fuller then states that, among other things, the Bowden wires on foreign motorcycles weight them down. I beg to inform Mr. Fuller that the Bowden wire is the lightest mechanism known for actuating devices, such as a spark advance on a magneto or the throttle on a carbureter. Now, Mr. Fuller, you must bring up something stronger than that. The foreign machine is heavier, but the weight is put where it will give comfort and reliability. It is put where we can get a long wheel base, a comfortable spring fork—instead of an apology for one—large, comfortable tires, and extra heavy frames to resist all sorts of shocks.

Mr. Fuller states that American machines have defeated foreign machines every time on this side of the ocean. Mr. Fuller evidently does not read Motorcycle Illustrated or any other paper devoted to the sport. He is not only ignorant on the subject of magnetos and gas engines in general, but he isn't up to date on what is common gossip. Mr. Wray, in the Wilkes-Barre hill climb, not only beat all of the American motorcycles, but also beat the time of the fastest car. He did it on a 14-h.p. foreign machine. And he did it to the queen's taste. The world's record on the level is held by a foreign machine, made on the Florida beach. Thus the foreign machine has won world's record honors in both hill climb and on level stretches. He states that foreign machines have always been beaten. Mr. Fuller had better become more acquainted with actual facts before he attempts to rush into print as he has done.

Mr. Fuller asks why the F. N. uses multiple cylinders? Mr. Fuller states that if four cylinders produced greater pulling ability than one cylinder this would show up on a brake test. It does, Mr. Fuller, and that proves again that you are ignorant of facts. The F. N. engine has only 27½ cubic inches piston displacement and it will develop more horsepower than any other engine in the world of the same displacement. Here in America engines of twice the capacity are rated at the same h.p. Mr. Fuller then states that four cylinders make more noise than one. Which makes more noise, a four-cylinder Renault car or a single-cylinder Cadillac? As a matter of fact a 4-cylinder automobile is almost noiseless, while a single-cylinder machine you can usually hear half a mile down the road. The same applies to motorcycles.

Mr. Fuller states that all automobiles supplied with magnetos are also equipped with batteries. Again this proves his ignorance of facts. There are many foreign machines and now there are quite a few American ones that have magneto ignition only and no batteries whatever. And then he makes the absurd statement that, where automobiles are equipped with both types of ignition, they run on the batteries most of the time and practically never on the magneto. Packard automobiles are supplied with both magneto and batteries. Ask any Packard owner how often he runs on his battery compared to his magneto. Mr. Fuller states that he made this statement on the authority of a chauffeur who has had experience with a magneto. Mr. Fuller makes a statement on the authority of *one* person. That is hardly convincing, to say the least.

In closing I wish to say that I am probably not the only one who considers Mr. Fuller's article to be ridiculous in the extreme. Of course, at the time I write this article I have not seen the issue of Motorcycle Illustrated in which it will appear; but I guarantee that there are several letters from parties who have read his article and who criticise it severely. As a matter of fact it does not need to be taken seriously, and if there was not so much misunderstanding with regard to the magneto in this country, I should not have taken the time and space in your columns to reply in such a lengthy manner as I have done. The very fact that last year no American machines were fitted with magnetos, while this year practically all of the manufacturers give the magneto as an option tells its own story. And next year, as I have predicted in a former article, the American manufacturers are going to be forced to put the magneto on as standard. Watch the 1909 models at the coming automobile shows and see. If Mr. Fuller had written his article before the American manufacturers had adopted magneto ignition he would then be knocking only foreign makers. Now that they have all adopted it to a more or less degree puts him in a position of a person trying to defend American practice and at the same time he is criticising it most severely. As a matter of fact, from beginning to end his article contains nothing but misstatements and distorted arguments.

For the benefit of the readers of MOTORCYCLE ILLUSTRATED I hope that this matter of American vs. foreign machines will be given a rest. I will acknowledge that I started the argument. I did this to improve the American machine. Whether I have done it or not I will leave others to judge. There is no necessity, however, of increasing the friction between the two classes. Let it be, as it will be, the "survival of the fittest." Let the riders themselves prove which is the better of the two. If the old experienced riders adopt one type of machine almost to the exclusion of any other type, it is fair to assume that that is the best to be had. I thought that this discussion had died out and I sincerely hope it has with this issue. Instead of Mr. Fuller writing a lengthy reply to my article let him come over and pay me a friendly visit. I will be glad to meet him and talk matters over, and, if agreeable to him, I should be glad to go through a series of tests, with some old motorcyclists in the neighborhood as judges. I shall not put Mr. Fuller down as trying to willfully distort facts, but rather place the many misstatements he made in his article to his ignorance on the subjects of which he wrote.

Yours truly,
EARLE L. OVINGTON.

A LAYMAN'S POINT OF VIEW

I HAVE read with much amusement the article entitled "American vs. Foreign Motorcycles," by Mr. Edgar C. Fuller, which you published in the May issue of your paper, and, as a private owner of two different machines, and in justice to foreign machines equipped with magnetos, I am taking the liberty of writing you in answer to said article.

There is an old and well-known maxim, which is that "The proof of the pudding is the eating of it." I rode an F. N. Big Four motorcycle all of last year, touring a great many thousand miles on same, and I can say this, that I have never been stranded on the road, or any other place for that matter, on account of my magneto getting out of order, and never saw or heard of any one else being stranded on that account. Mr. Fuller says magnetos are composed of many delicate parts. I cannot agree with him at all, though I am not an electrical engineer. As far as I can see the magneto is quite simple, if a little "horse sense" is used, and if same is not tinkered with. If one wanted to take all the precautions that are necessary to be absolutely certain that they would never be stranded, all they would have to do is to carry a small contact breaker, as a spare, which takes up very little room, and at that there would be very little chance of it being used. And what is more, I have taken my magneto completely apart and put it together again without any trouble, and it ran beautifully. I did this solely because I had what is termed "tinkeritis," of which disease I am glad to say I am cured.

In regard to motorcycles equipped with batteries, while I will say that I have had no personal experience with a motorcycle equipped with that kind of ignition, I have seen so many machines stranded and giving trouble on that account that I am glad I never rode a machine of that kind; and I can quote one instance where there were other witnesses besides myself to the above, and that was when the New York Motorcycle Club was out for a run, one of the riders had to go back several miles and get a set of batteries for another of the riders whose batteries had given out.

In regards to the magneto not having proper protection, last year I rode over the F. A. M. endurance course, about two weeks before the endurance run took place, and I will say that, owing to the bad roads and my inexperience in riding in sand, I had so many falls that I stopped counting them, and I am sure that both I and the machine fell in every conceivable position, and my magneto was not damaged in the slightest.

Regarding Mr. Fuller's statement that the rider of the average foreign machine has more things to manage and look after than the "driver of a locomotive," that is also an absurd statement, for, besides my F. N. I also own a Vindec Special light touring model, and I am sure that I never felt like a "locomotive driver," (though I may have looked like one), when I rode either one of them, as the spark lever and the throttle can be placed in a certain position and left there, and the machine can be controlled by simply lifting and dropping the exhaust valve lifter, besides having a good brake, said brake being operated by simply back-pedaling. I do not think you could want anything more simple than this.

It only goes further to show how little Mr. Fuller knows about motorcycles when he says that a four-cylinder machine makes a noise like an automobile, and also when he says that it wears out tires and gears like one. I have had people come to me and ask if my machine was an electric one, and I have personally seen at the Ovington Motor Company's store gears that came out of an F. N. machine that had been used three or four years, and after a close examination I could not see any wear to them whatsoever.

In my opinion if the American machines were made as heavy and as strongly as the foreign machines are made, there would be less danger of motorcyclists breaking their frames and perhaps their necks, as I have yet to see or hear of a foreign machine's frame breaking, and that much, I am sorry to say, I cannot say of the American machines. So I think it is common sense to prefer a machine which is a little bit heavier, and then one would have a little better chance of not going out of this world suddenly.

Mr. Fuller also speaks of the weight between American and foreign machines as being from 15 to 35 pounds heavier, and wants to know the result of this extra weight, and, to quote his own words, "The loss of ability to start and stop quickly, and lack of safety owing to the difficulty in stopping and starting quickly, their poor hill-climbing ability and low speed on the level." Now, it is an acknowledged fact that there is no machine in the world that can start more quickly than an F. N., and everybody knows an F. N. is not a light weight machine. I have also seen an N. S. U. start as quickly as one would wish, and judging from what I have seen, I should say that the foreign machines start at least 50 per cent. faster than the American ones.

As far as lack of safety goes, if Mr. Fuller is acquainted with Fort Lee hill, it might enlighten him a bit when I say that, owing to the heavy traffic on the road I was obliged to dismount on one of the steepest portions of the hill, and I started again by just stepping onto the pedal and getting into the saddle.

Now, so far as stopping quickly is concerned I will take my chances any day on the machine that is equipped with a heavy brake, even if it does weigh a little more, in preference to a light brake, as I have had several experiences, which might have resulted seriously were it not for the fact that I had a reliable heavy brake to depend upon, and in my opinion it would be far better for the public at large and motorcycle riders in general if all machines were equipped with powerful brakes as the foreign machines are, as I have found, and a good many others have also, that there are many times when a motorcycle has got to be stopped pretty quickly.

I trust that anybody who contemplates taking up motorcycling or who contemplates using a magneto will not take Mr. Fuller's remarks seriously, as I am sure his article must have afforded a hearty laugh to a great number of motorcycle riders. In closing I will say that I have no interest whatsoever in any motorcycle concern, and I have just written the above in justice to magnetos and to foreign machines.

Yours respectfully,
D. DESSAU.

WHAT ONE DEALER SAYS

EDITOR MOTORCYCLE ILLUSTRATED: Though I have read with much interest and amusement the discussions that have appeared in your excellent paper I have so far been content to look on and see the fun. To the wholly ill-advised article on "American vs. Foreign Motorcycles," by Mr. Fuller, am impelled to make reply lest that gentleman think he has but one opponent to his ideas, and his words carry an incorrect conviction to many who want reliable information on this subject. Having been engaged in the motorcycle business for the past six years, handling both domestic and foreign machines, am competent to speak with experience at least. The one statement made by Mr. Fuller that is apparently most correct is the early one: "I did not know much about foreign machines." Every indication of the article is that the present and not the past tense should have been used, and almost equally applicable to domestic products, judging by his quotation of weights, etc. In the phrase of Grover Cleveland, "We are confronting a condition, not a theory." Mr. Fuller is largely depending on his own unfounded theories, catalogue information or misinterpreted authority, and digresses at considerable length on what *might* occur. Motorcyclists are not interested in what *might* occur—they want facts. The world *might* come to an end, but it never has.

Regarding magnetos, this is not a discussion of what they *might* do, based on absurd theories, but what they actually *do* in service. I venture to say Mr. Fuller has never used one. On my own most-used machine during the past year I have had a Bosch high-tension magneto and have never before experienced so reliable and efficient ignition. Have had coils break down and defy location of the trouble until another was substituted; have had trouble with batteries most difficult to locate and account for, as, for instance, a broken connection in a tubular battery that would sometimes make contact and more times fail. If there should be any trouble with the magneto it can be detected in a moment by the testing spanner.

Personally I have never had but one occasion to give a single thought to my magneto, and that occupied but a few minutes. Of my customers using magnetos have never heard of even as much as that. What man with experience has not had trouble with battery ignition? Mr. Fuller makes many absurd misstatements, due, no doubt, to inexperience and not intent, some of which I shall flatly refute as follows:

Magnetos are *not* composed of many delicate parts, and require no more accurate adjustment than the contact points of a battery ignition circuit-breaker. If a short circuit occurs in a coil it is equally as much ruined as the magneto. One is as likely to occur as the other, and both are most improbable. Can Mr. Fuller repair his short circuited coil on the road? I have seen collisions, falls and serious accidents to machines with magnetos, and have never yet seen a magneto damaged thereby.

A more ridiculous statement was never made than that a magneto does not increase the power and speed of any machine on which it is used. Every manufacturer of motorcycles or cars, and every well informed user or driver of same, will bear me out in the statement. The writer recalls a fast, long trip made in a Packard car equipped with both battery and magneto ignition, on which it was most noticeable that, when switching from batteries to magneto, the car fairly jumped ahead and ran with much greater speed. I have seen a motorcycle changed from battery to magneto and the result was the same. I sell an American motorcycle fitted with either battery or magneto, and the magneto machines are always much the faster. When Mr. Fuller attempts to put one make of machine against another I would suggest that he inform himself in regard to relative piston displacement and not talk about meaningless horsepower. One would hardly expect equal results from a machine of 26 cubic inches displacement with one of 54 inches.

Mr. Fuller says that the weight of foreign machines is due in part to the magneto. Will he better inform himself by comparing the weight of the battery coil used on an American machine with that of a magneto and learn on which side the balance of weight falls? If lightweight machines are the proper thing why have our designers increased the weight of their product 50 per cent. over what they were five years ago? An increase in weight appears in each year's models. If the single-cylinder machine is best, as Mr. Fuller would have us think, why are my sales this year about five twin cylinders to one single? Are my customers bereft of their reason?

It is not the purpose of this communication to champion the "foreign" machine, but to correct misstatements and give credit where it is due. I will be kind enough not to properly characterize Mr. Fuller's statement that "the foreign designer has absolutely no idea as to appportionment of metal." Is it better to have a possible excess of actually needed metal and never have a broken frame or fork, or is it better not to have enough to meet every demand that may be made upon them, with great danger to life and limb in case of failure?

I am a great admirer of our American designers and the magnificent results they have attained; but the foreign designers have been at this business a good many years longer than we, and from them we have yet many things to learn. This is particularly true of brakes, cushion forks, stands and luggage carriers. In design of frames and position of motors we are rapidly coming to the foreign practice, as well as in the use of magnetos, which I fully expect to see adopted as regular equipment on most American '09 motorcycles.

Very truly yours,

W. F. Mann.

AN AMATEUR BUILDER'S EXPERIENCE

IN the May issue of Motorcycle Illustrated I read the article entitled "American vs. Foreign Motorcycles," and I wish to give my own experience with magneto ignition. As I am not a rider of a foreign machine, and have never owned one, I shall confine my remarks to the discussion of the magneto as compared with battery ignition on motorcycles. In the first place I wish to say I consider that I am in a position to have some ideas on the subject. I have had eight years' experience and have always built and operated motorcycles of my own make. Critics cannot accuse me, therefore, of being a "greenhorn."

Until last year all of the machines I had made used battery ignition. That was natural, as this was all there was in America up until that time. And in all my experience with batteries I have found that ignition troubles averaged about 90 per cent. of my troubles on the road. Either the batteries were weak or exhausted, the wires short-circuited, the contacts out of adjustment or pitted, or there was trouble in other quarters. I was never *absolutely sure* of my ignition. I did not know when my electrical apparatus was "going bad."

This year I put on a magneto, after hearing and reading much of this system of ignition. I profess I was doubtful at first, but I want to say right here that all of my doubts have disappeared. I never want a more reliable piece of apparatus than the magneto, and as for absorbing power, that is not so. It adds power to my machine in a manner that surprises me. My machine will climb hills with magneto ignition it would lay down on absolutely with a battery outfit. You could not pay me now to ride a motorcycle fitted with any other ignition system than the magneto.

In conclusion I want to say I think Mr. Fuller, who wrote the article referred to, bases his conclusions on theory instead of practice. He may be a very deep student, and may know forty people studying in some technical college; but three months real experience with a magneto would teach him some things he will never learn in books, and put him in a position to criticise intelligently an ignition system which has been practically universally adopted in Europe, and in one short year has come to be acknowledged as the best and most reliable in America. If the latter statement is not so why do most of the American makers give you a magneto if you pay the extra price? They must think it is worth the extra amount charged or they would not catalogue it. And in my opinion, as one of your correspondents remarked, they will be forced by popular demand next year to give the magneto as standard equipment and make no such ridiculous charge.

Whatever has been said for and against foreign machines, there is one thing sure, and that is that many of the ideas in this year's machines are the result of foreign machines coming into this country and making us over here "sit up and take notice." I am an American, but I have had to make my own motorcycles to get just what I wanted, as I could not buy it in America. And I feel much safer with magneto ignition than I ever did with the old-fashioned and now antiquated battery ignition outfit. May the use of the magneto become universal on motorcycles, is the wish of,

Very truly yours,

H. JEHLE.

IN THE BLUE GRASS LAND

By REV. LEONARD W. DOOLAN

THERE is even more truth than poetry in Gilby Kelly's rhythmic lines:

> "Ah, the grace of the lay of the bluegrass land,
> A vision of beauty on every hand;
> In the dip of the dales and the swell of the downs,
> And the sweep of the pastures in meadowy gowns.
> Where undulous pikes vein the verdurous scene
> As ribbons of silver a mantle of green,
> And ring with the beat of the roadsters' speed,
> While enraptured travelers follow their lead."

These and more such sayings tell the reason why the Kentucky thoroughbred has thus far so far outclassed the steed of steel. But there are progressive folk in the Old Kentucky Home, and many a "honk! honk!" is now heard instead of the neighing of the blooded horse. Also, as with the horse, there are the best of the breeds of motorcycles, with a "plug" every now and then. Among the favorite two-wheelers are the Indian, R-S., M-M. and, latterly, the Thor, with not a few others, such as the Merkel, Yale-California and Thomas Autobi.

Viewing motorcycling from Louisville, the state's metropolis, one may say this section is yet a rich but unworked mine as to the motor "bike." Bicycles there are galore, as many in proportion to people as may be found anywhere. In this city of some 225,000 there are registered not less than 475 automobiles, most of them touring cars, but not more than a score or so of motorcycles are used. Nor is there any aggressive motorcyclists' club, though the form of one does exist.

All this is partially due to the reasons suggested above—that the horse is here holding his own, and is also partially due to the early introduction of several inferior machines. But the latter is true only in part, because for years such names as "Indian" and "R.-S." have been familiar ones here, and they generally have made good. The real reason, no doubt, is that, commercially speaking, motorcycles must always be pushed to sell, standing, as they do, midway between the auto and the wheel, and they must be pushed hard to introduce, neither of which things have ever been done here. Hence motorcycling is yet in its swaddling clothes, both in this city and state.

But there are growing pains now. The standard, high grade machines are setting the pace too well and too fast for the "Cheap Johns" to follow long, and also gentlemen, business and professional men, including the ministry, are realizing the fact that the rubber tired, tireless steed is cheapest, both first and last, compared with auto or horse. If straws show which way the wind blows we shall ere long see "leverless controls" coming in in carload lots, and at least one real live club with an annual race meet which will rival famous old Derby Day.

Particularly among the machines we note the Indian first, as it is the oldest and best known here. Then the Reading-Standard, in the hands of a good wheelman, runs a close second for popularity. Belt driven machines have fewer advocates here, but some of them are showing up in good form. This is especially true of the Marsh & Metz, with its wide belt; and the Merkels are doing good work. But, as the youngest of them all, the Thor is making a fine getaway, and is sure to give them all a "run for their money" here.

OVER THE F. A. M. ENDURANCE COURSE

By **AL. BARTSCH**

HAVING selected a route for the Seventh National Motorcycle Endurance and Reliability Contest, under the auspices of the Federation of American Motorcyclists, it became necessary that someone should ride over the route and make the final arrangements, therefore Secretary Henry J. Wehman, who is chairman of the contest, called for a few volunteers to make up a party for an inspection of the route.

On Friday, May 29, at 6 o'clock, at the foot of Pier 43 North River, there assembled six riders, the majority well known to most motorcyclists in New York and vicinity. They were Secretary Henry J. Wehman, on a double Curtiss; Rowland Douglas, double N. S. U.; Mich. E. Toepel, double Indian; Mr. Horn, double N. S. U.; G. C. Davies, his own make, single, and myself, a 3¾ road racing N. S. U, We were a smiling and happy group till we found that, in order to procure staterooms to rest our weary backs, someone must stand in the waiting line, 200 long. Douglas was picked and we waited one hour ere his beaming countenance showed itself in our midst. He was only able to procure two staterooms, each containing two berths, so it was left for one member to try out the floor in each.

The inner man seemed now to be the main question, and we therefore filed to the dining room, only to find the doors locked and both inside and outside jammed. When one finished his meal another was admitted to start his. Bombarding the door we gradually worked our way inside and, after eating 25 cents worth of sample portions, in which we found quantity and quality sorely lacking, we each forked over 75 cents, which I presume was the charge for occupying the chair for an hour and a half. Then we wended our way conversing mainly on the weather, which at the time looked very dubious. Passing the Highlands, however, the stars shone forth and we retired to our staterooms more content.

After spending an almost sleepless night on account of vibrations, both vocal and otherwise, we arose at 3 a. m., landing at Catskill, the dock and roads frightfully muddy, for it had just ceased raining. Pushing our machines off the boat and uncorking our whiskey bottles, which by the way contained simply gasoline, for it was necessary to empty our tanks before boarding the boat, we prepared our machines for the run we all were so anxious to make.

A TYPICAL ROAD THROUGH THE CATSKILLS

One by one we started off. And such riding! I skidded and slid a number of times, but, thanks to the low construction and low center of gravity, I was able to continue up the main street to the Commercial Hotel without a fall, and was glad to find the same open, but disappointed to think we had to wait two hours for breakfast, which, when ready, we certainly punished.

Making arrangements for the rush of June 29 we held counsel to see which would be the best move. Roads leading in all directions were deep in mud. We therefore decided to wait till noon before starting and give the roads a good chance to dry and the sky the same show to clear.

Learning that the road from Catskill to Leeds was under "state road" construction we took the trolley to inspect the work. Leaving the trolley we boarded our private car, and while flying over the road I found that the ignition could not be turned off or short-circuited, so we all landed with our car at the roadside, stuck fast but happy. It is probable that the road will all be finished by June 30. If not the contestants will be compelled to walk short stretches, but this being at the very start they won't mind getting off on *terra firma* for the time being.

Sky Wept Heavy Tears.

The sky now clouded over and sympathized with us deeply by shedding, unnecessarily, to be sure, heavy tears that forced us to take shelter till the trolley returned. Boarding same we returned to Catskill, decided to cut the short and direct route to Cairo and go by a hilly and roundabout way, which would afford us a better road surface than the ploughed up state road now under construction.

The sun shooting its long-sought-for rays over the beautiful surrounding country, we made a start. Although the roads were slightly muddy, with a little good judgment I was able to clip off a twenty mile gait for about four miles, only to find I was on the wrong road to Cairo. Hurrying back to a fork in the road I met Wehman coming back looking for the others. Just then the sun lost itself and a heavy downpour was served us with a vengeance. Jumping on our machines we opened up and flew back to Catskill, finding the rest under a shed. The rain lasted only ten minutes, and, anxious to get to any old place for a change, we started out for attempt No. 3.

Winding up through the red clay roads we made pretty good time for about five miles when we struck mud 6 inches deep, and, after ploughing into and through half of it, I had the choice of landing 50 feet below or getting my shoes muddy to the top. The latter being more agreeable and better suited to my anatomy, I walked and waited to see the rest partake of the same dose. Starting off again we had not gone two miles when our usual luck returned—rain, such rain as you never saw before. Wehman, ahead on his big double Curtiss, was beating it for all he was worth and my little 3¼, hardly a match for these odds, was pushed to the utmost. Skidding and sliding with heavenward bounds I landed in Cairo two minutes after Wehman, both soaked to the skin. One hour later Mr. Horn rode in, complaining of mud and falls too numerous to mention. It was our intention to continue to East Windham, but this being an ascent of ten miles we decided to wait for our belated comrades.

Two o'clock approached and, after partaking of dinner, we walked back two miles between showers, but found no trace of our three lost, wayward sons. Returning to Cairo again in the rain, which we were quite used to, we waited, undecided what course to pursue. The sky clouded over thick and heavy and the rain came down unmercifully. Doubting whether the sun would ever shine again we debated on hiring a wagon to cart us back to Catskill in the morning to return by boat to New York, for the roads were now 6 to 8 inches deep in a red, slimy mud, absolutely unridable, and the rain was coming down in sheets.

During the wait, Wehman and Horn fell asleep from sheer exhaustion, and I read the morning paper from New York, which, by the way, arrives in Cairo at 5 p. m. Suddenly the telephone bell rang and I heard H. J. Wehman's name being called. We all jumped to the telephone. Had our "babes in the woods" been found? Yes, one of 'em. Davies had hit a sharp rock during one of his aerial flights and cut a 2-inch hole in his tire. Being all alone and the rain pouring so hard, it was impossible to fix same; so he met a farmer who drove him to Catskill for two dollars, and he was making the rounds of the hotels at Cairo by telephone trying to locate us.

There being no train to Cairo, and the last to leave for Catskill being due in 15 minutes, we made some hurried inquiries, and, surprise upon surprise, we found a *real sensible* man. Who? The baggage clerk on the Catskill Mountains Railroad. We flew to the station to see if they'd carry our machines to Catskill, and at how much extra. Six men couldn't decide how much to soak us, not considering we had been soaked all day by rain, till the "Sensible Man" spoke up and said: "How much do they weigh?" We, being up to snuff, said: "Not quite 150 pounds." So he said: "Why, they are only bicycles; they go free." Wehman almost fainted, and I had to almost drag him back to the hotel, where we ran our machines out, lifted them into the train and, in three-quarters of an hour, we were in Catskill once more. There is no "2 cents a mile" law up there, for the trip of ten miles cost us $1 each. But we were happy; we found a "sensible man" and we were in Catskill once more, soaked again. But a few games of pinochle put us to rights and we went to bed, wondering where the two lost sons of federation were.

We Salute Old Sol.

Sunday morning—it seemed at the same instant—we found ourselves hanging out of the windows of our rooms saluting the sun, for there he was in all his splendor surrounded by the blue canopy of heaven. At last we would get to New York! Eating our breakfast with light hearts, and our minds elevated by thoughts sublime, we looked over our mounts and made ready to start.

Wehman's tire was flat, as was Davies's. Both the N. S. U.'s, Horn's Big 6 and my little 3¾ were ready for the fray, when Horn found that, instead of a punctured tire, a hole had found itself into his pocketbook, occupying more space than the long green, whereupon he decided wisely that the chances of falling (of which he already had several) and breaking the machine would cost more to ship back than a wait for the evening boat.

So Wehman, Davies and myself left in order for Saugerties (commonly known as "Sausages"), the roads to Cairo, Windham and Haines Falls being now unridable. Not out of the town a half mile, and while making a flying dash through a 6 inch deep mud hole, my machine hit a derelict and I was shot heavenward and longitudinally for about 20 feet. When I landed I was in an oblique position and the mud still occupying the road, slipped, and down we went, machine and myself tangled in a knot. I never saw such a position advertised in a newspaper. Picking myself and machine up I surveyed the damage.

The magneto cover for protecting the commutator was smashed, but the workings were intact; the pedal and crank bent against the pulley; the V belt rim flattened out for about a foot, and that seemed to be all. I had expected much more, for the crash was loud and, from personal feeling, hard. With the aid of the big wrench which is supplied in tool kit I was able to straighten out the crank by hammering, and after patching up outside damage, tried the motor for internal injuries. There were none, so after half an hour's delay I started off. One mile out I met Davies walking down a big hill. I dismounted to find that his tire wouldn't hold and "he wouldn't take the chances over those roads." I didn't blame him, after riding three or four miles. Such roads! Mud, mud, rocks, boulders, water and hills. After riding an hour and covering eleven miles I met Wehman at the foot of a big hill, 8 inches deep in mud. So, peeling off our coats, I helped him up and then he came back and helped push my N. S. U. If there had been a boy with the usual "get a horse" there certainly would have been murder committed.

Retarded Ignition and Lots of Throttle.

It seemed as though there might be more of this work, so we threw away all excess baggage and tied our coats on the bars and away we crawled. It was a case of retarded ignition and lots of throttle and, thanks to the design of the Curtiss and N. S. U., we were able to have high speed motors with strength to suit conditions by lifting our exhaust valves slightly and not interfering with the ignition and speed of the explosions, thus affording a more steady pull in the mud.

We both had magneto ignition, which afforded easy starting motors, a luxury appreciated when it was necessary to dismount in the middle of a hill to ford a washout; and how we both wished for a N. S. U. 2-speed gear! Wehman used one last year and I also have had the pleasure derived from them. I might add that machines so equipped (2-speed gears) will afford satisfaction unlooked for during the entire endurance contest. The stiff and short hills of the Catskills and the sandy roads of north Long Island make their use almost a necessity.

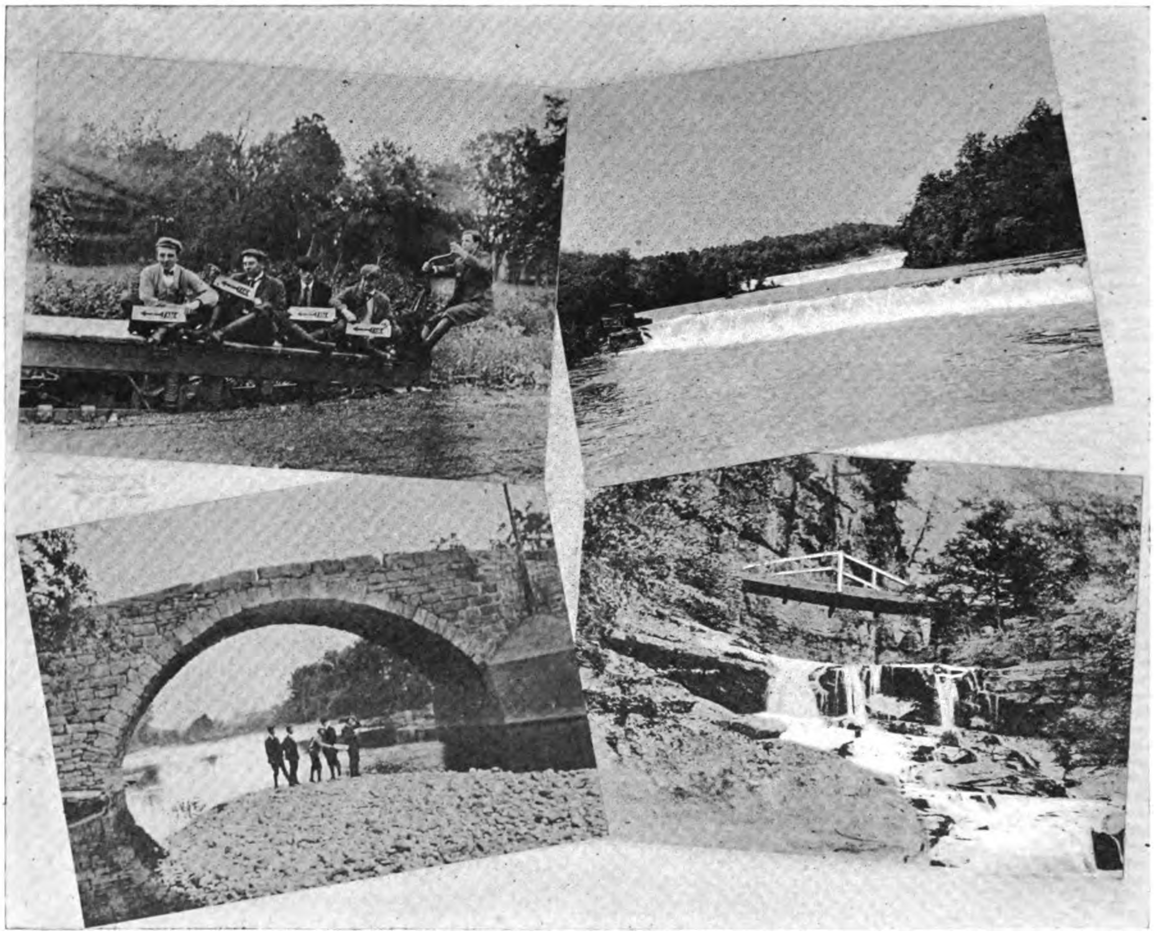
Wehman Finds a Blacksmith.

On account of the 3 to 1 gear, which is very high for the Catskill region and the numerous resorts to pedaling on account of mud, Wehman broke his pedal at the beginning of a quarter mile mire lake. We found a blacksmith who, like all the people throughout our tour, was very kind and obliging and riveted the pedal shaft on the crank, which put us on our way again.

The road was slightly better now, as the sun had dried up some of the less muddy patches only to leave hard and deep ruts, into one of which I went and landed on a grassy 5-foot embankment, unharmed. Arising again we soon rode into Saugerties. Walking the main street, on account of the mud, we were now back on the endurance course. Reaching Partition street we were able to mount and, downgrade, turned right across the bridge and uphill, not too fast, to right over the first piece of state road. My, oh my, what a treat. After two hours of the grandest shaking up, mud-slopping and weight-pushing, you can imagine where we had our levers. My carbureter drew in a breath of that intoxicating liquor which is to a motor the elixir of life, sprayed it with the exact amount of air through the inlet valve and the ecstatic draft compressed, fired, expanded, exploded. I never thought my motor would treat me so good after the punishment I had put it through. Twelve miles more and we soon landed in Kingston, thirty minutes after arriving in Saugerties. Here we made arrangements at the Central Garage, corner of Broadway and Albany avenue, the arc which you enter for control, and continued down Broadway to the Strand, left turn and brick pavement; then a block or two to ferry, which is no more or less than a flat boat pulled by a chain from one side to the other of Rondout Creek.

At the ferry we learned that Toepel and Douglas were only a half hour ahead, much to our surprise, and after getting a start up the steep incline from ferry to right we sailed along over fair roads and came across "the two lost in the woods babes" admiring the beautiful scenery, an enjoyable pastime I had forgotten on account of the necessity of keeping the roadbed under close scrutiny.

Wehman and I continued to ride to make arrangements straight ahead over good roads to Ulster Park, Esopus to Highland, where you swing on brick pavement and follow trolley to left one block, then right, and continued through Milton, Marlborough, avoiding left turn north of cemetery; continued along west side of cemetery, and two miles beyond turned left around brick schoolhouse and gradually curved right to the Bohnville Tree (a landmark). At crossroads we took the road to Southeast, down easy hill (don't follow trolley), one block down turned right into Grand avenue, straight ahead to North Water street, following trolley tracks down hill to Grand street and straight then to Broadway to right to Mason's garage. The balance of the run to New York is beautiful, fine roads all the way excepting short stretch from Suffern to Nyack, which is sandy, rough and hilly.



"OUR PRIVATE CAR"
CENTER ARCH OF OLD LEEDS BRIDGE

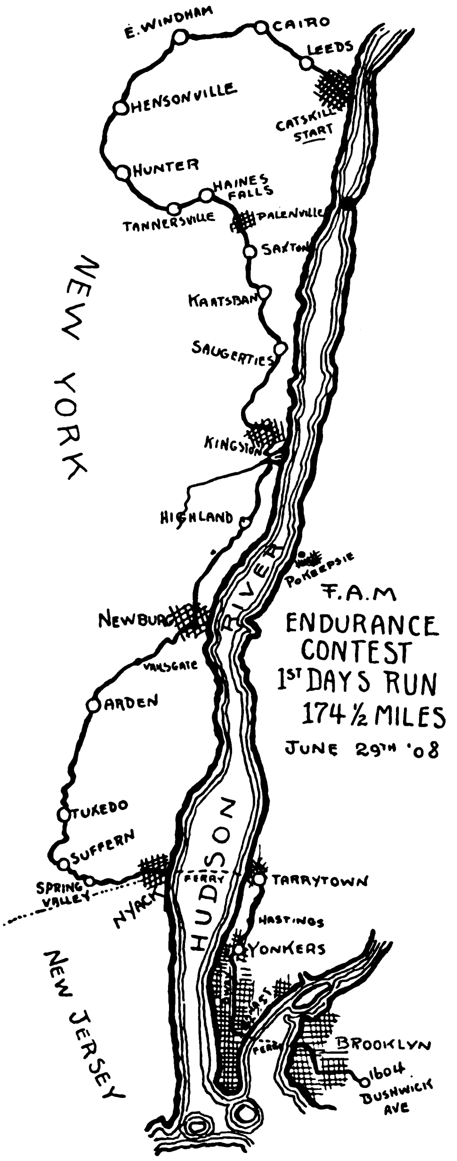
CATSKILL RIVER WATERFALLS
BRIDGE, AFTER 2,900-FOOT FALL

At Newburgh I left Wehman, Toepel and Douglas, having not arrived as yet, and, the three deciding to take the boat, I oiled up the machine, gave the bedraggled looking but faithful motorcycle a drink of gasoline and started off for the final spurt of seventy-one miles to home. At Vail's gate I noticed in the southwest a big, black thunderstorm approaching, and having had enough experience in rain riding I determined to beat the storm out and cross its path before it overtook me. I therefore quickly cast aside all speed laws and let it out, and the satisfaction the motor afforded me was complete. I escaped the storm and finished the entire run without engine or tire trouble of any sort. The last seventy-one miles consisted of beautiful and winding state roads, with the exception of eight miles of roughness, and were covered in the surprising time of two hours and twenty minutes.

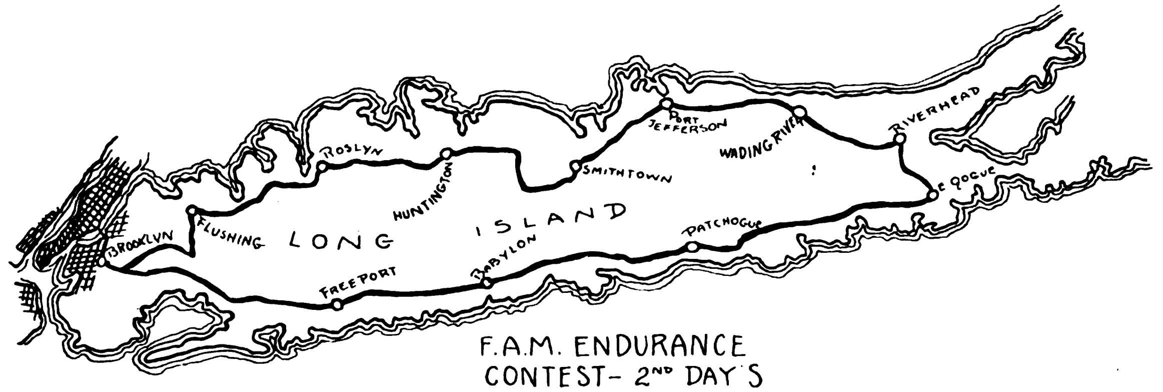
Every one of the party is back in New York, sore but satisfied, and on account of the extreme conditions have organized ourselves into a club—"The Mudhawks"—with "Punk" Horn, president; "Bunk" Davies, captain, and Toepel, Douglas, Wehman and myself honorary members.

F. A. M. ENDURANCE RUN

How to Cover the Course. Complete Directions. Entries Close June 22d. For Complete Rules Write Henry J. Wehman, 84 Nassau St., New York



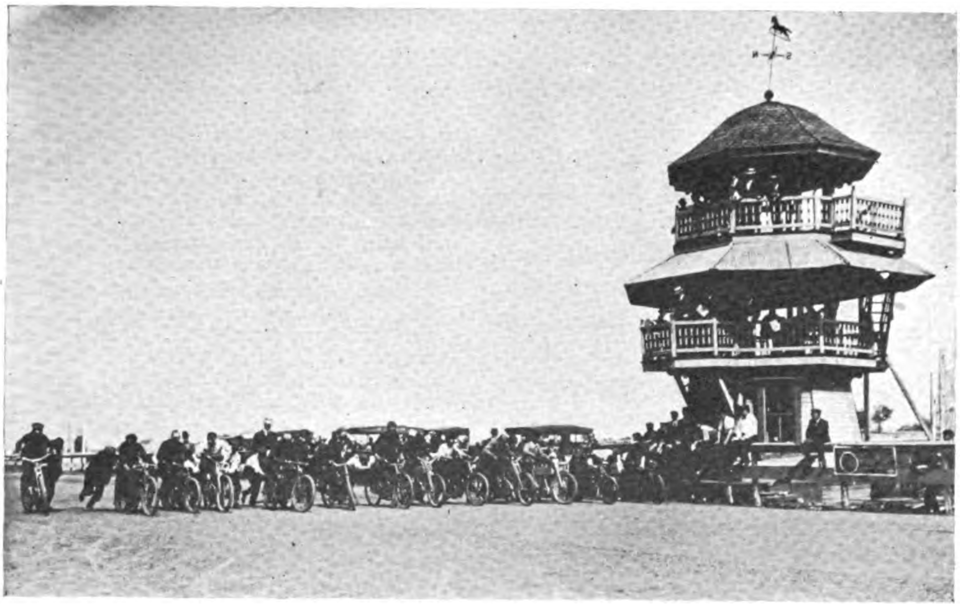
Take Catskill Evening Line, foot Christopher street, New York, Pier 43, boat leaving at 6 p.m. Fare is $1.25 and $1 for stateroom, which has two berths. Gasoline must be removed from tanks. Boat lands at Catskill, landing at about 3.30 the next morning. Mounting your machine you ride straight out Main street, following trolley car tracks, on macadam road which changes to cobblestone then to brick pavement; at the end of brick pavement and the corner of Main and Church streets is the start—Bell's Commercial Hotel, three-quarters of a mile from the landing. Those who arrive before the final day can find accommodations for F. A. M. riders, for bed and meals, at the very low rate of 50 cents each. The final start, 6 a. m., you follow the trolley out Main street, turning to the right after crossing under railroad bridge and follow tracks to Leeds, crossing the Old Leeds Bridge, two miles out; take left fork through South Cairo (this road is now under state road construction, and it may be necessary to walk short distances till the new macadam is reached); continue to Cairo through Main street, ten miles from Catskill, taking left fork at end of street, crossing iron bridge, and again take left fork, continuing up grade to Acro, South Durham; still climbing you reach East Windham, keeping on the same road through the town, and when about three miles out take left fork at Union Society, down steep hill, crossing two bridges under which very picturesque mountain streams pass into the town of Hensonville. The necessity of a low gear, if not a 2-speed gear, will prove to be very evident as you climb over Hensonville Mountain, and after going about three miles turn left and follow same road, and a short distance beyond turn right at schoolhouse, continuing on to Hunter, following same road through Hunter on to Tannersville and Haines Falls (thirty-nine miles), where there will be a control. Leaving here cross railroad and continue on about one mile beyond, where test your brakes and be ready for emergencies. If you have the luck of having two brakes have them ready, as you descend now a hill which you seldom see a duplicate of, and cross a mountain stream bridge, landing into Palenville, I hope, altogether. Continue on through Saxton to Quarryville, Kaatshan, and at hotel turn right; continue into Saugerties; turn right at Market street and cross creek up steep grade, and don't take it too fast, for you must turn short to right into Burt street, where you yell, "Thank God !", for you at last reach state road and can let her hum into Kingston on Albany avenue, taking left fork to Broadway, and on lefthand corner you check and fill up at the Central garage (seventy miles); follow trolley tracks down Broadway to end, then left to ferry, 5 cents across ferry, and then steep grade, turning to right through Port Ewen, straight ahead to Ulster Park, Esopus, through West Park, crossing railroad tracks on to Highland; turn left on brick street one block, then right, and follow telegraph poles to Oakes, Milton, Marlboro; out Main street turn right and around the Cedar Hill Cemetery to Middle Hope continue and turn left at shop to Balmville direct to Newburgh Court House, through Liberty street, turn right to Broadway to Mason's garage (control, 103 miles); two streets up Broadway turn left to end of street, then right on trolley tracks over bridge to Vail's gate, turning left at brick hotel, with Eagle Hotel on right, down winding hill under railroad bridge over stream to Orr's Mills, over winding road to Mountainville, Woodbury Station, Highland Mills, Central Valley (be careful *not* to take left fork where sign reads at foot of hill, "Cornwall garage"). Straight on and cross railroad tracks at Arden; keep parallel with tracks to Southfield over the beautiful and winding roads to Tuxedo. Be careful of the sharp and dangerous turns around which automobiles enjoy racing, and when you arrive at Tuxedo Park gate, on your right, be careful of speed trap till out of the town; continue straight on winding road cross tracks and up a short grade to right, and, bearing left again, along railroad tracks to Suffern. Do not cross tracks at Suffern, but continue on left fork over rough, sandy roads to and through Talmans, Monsey, Spring Valley. After crossing bridge turn left through Nanuet, Clarksville, West Nyack to Main street, Nyack (control, 152 miles), down steep hill to ferry across Hudson River to Tarrytown; up steep grade to Broadway; turn sharp right at stone church to Irvington, Dobbs Ferry, Hastings, Yonkers, on Warburton avenue, to New York, via Riverdale avenue; down Riverdale Hill to and under viaduct of subway directly down Broadway to Columbus circle, where an escort will be waiting to escort you through New York (174 miles), and if you happen to be one of the first arrivals your watch should read 6.38, making the run in 12 hours and 38 minutes. Course then is East Forty-second street ferry to Brooklyn; Bedford avenue, thence along Eastern Parkway to end, then one block to right to 1604 Bushwick avenue, where your machine will be deposited under the watchman's eye till next morning, June 30, when the run will continue over the level and easy riding roads of the south shore of Long Island we all know so well. Following the Merrick road through Freeport, Babylon, Patchogue (control, 57 miles), to and through Quogue to East Quogue (check 82 miles), turn left over road to cycle path into Riverhead (control, 89 miles); entering Riverhead turn right passing schoolhouse and church, then turn left and cross bridge into Wading River. The road here is sandy and rolling, but a good sidepath will be found. Leave Wading River and turn right, then left at pond through Millers place, and then turn left around church to Mount Sinai; turn to your right after reaching depot and continue to Main street, Port Jefferson; ride straight out to the bay, turning left to Setauket, then turn right and follow railroad 1½ miles to Stony Brook. Here you will find some bad hills with fair roads, somewhat sandy; turn left at Stony Brook Hotel; then right and straight ahead to St. James; following straight road across railroad into Smithtown, keep on straight road to Comack, where the roads are fair and the country rolling. At Comack turn right and continue to station at East Northport; follow telegraph poles into Main street, Huntington; the road is somewhat sandy with a few hills, but from now on you have easy sailing over good macadam roads to end. Take first left turn, then turn right and cross creek at the State Fish Hatchery at Cold Springs; turn left, then right at drinking fountain: cross the Mill Pond into Roslyn (control at the Mansion House); take first right after leaving hotel, going past the town clock; follow trolley up hill; continue straight on to Manhasset; turn left up the Manhasset Hill, where the last year's hill climb was held; straight ahead to Douglaston, down hill over bridge and up hill to Bayside; continue straight ahead two miles; turn right at fork (slight bend) now called Broadway, into Flushing; turn left at the fountain on Flushing avenue to Hillside avenue, Jamaica; continue on Hillside avenue to Jamaica avenue and follow trolley into Bushwick avenue; turn right up hill to 1604 Bushwick avenue, opposite cemetery, in which I hope no one will have to take space. This is the end of the 175 mile run.



F.A.M. ENDURANCE CONTEST—2ND DAY'S RUN—175 MILES
—JUNE 30TH '08—

IMPORTANT NOTE

July 1st issue will contain twice as much matter as this issue. The big type fooled us We had to leave out twenty pages of important stuff from all over the country. July 1st issue will be smaller type and packed close, from cover to cover, with things from everywhere.



FINE SPORT AT POINT BREEZE

A NEW track record for the mile, a new star appearing to claim some of the honors from the older and more experienced hands in the sport of motorcycle racing—these and many other performances, some spectacular and all hotly contested, combined to make the race meet held on the Point Breeze race track at Philadelphia on May 24th, by the Philadelphia Motorcycle Club the most successful of its career. An ideal day drew a crowd of 3,000 spectators, notwithstanding the delays in the trolley service to the track, and the grandstand presented a festive array of bright colors, nearly one-quarter of the spectators being of the gentle sex.

The track was well policed, was in excellent condition, and very fast, in fact faster than ever before, and this contributed not only to the record of one minute and four-fifth seconds for the mile, but to the fast time and interesting races witnessed in all the events. Several of the fastest and most prominent motorcycle riders in America competed in the various events, and there was plenty of rivalry for the gold, silver and bronze medals offered as prizes.

Stanley T. Kellogg, of St. Louis, drove his 7-h.p. Indian over the mile course in one minute and four-fifths seconds, clipping three seconds off the track record which he made himself a year ago. This is one of the fastest miles ever registered over a circular track, and had Kellogg been able to make the last turn without cutting as wide as he did, he would have made it in less than one minute, and very close to the world's record.

In addition to establishing the new track record, Kellogg captured the ten-mile event for stock machines, finished first in the pursuit race, and second in the twenty-five mile open event, which was won by his team-mate, Walter Goerke, of Brooklyn.

L. Steinhauser is the new aspirant for racing honors and he made an excellent showing on his 3½-h.p. single-cylinder Bradley. He captured the five-mile novice event in handy style, got second place in the ten-mile stock machine race, second in the pursuit race, and finished fourth in the twenty-five mile event. The showing is the more remarkable because of the fact that Steinhauser is a novice and his Bradley a strictly stock machine.

Eleven contestants got the word in the novice event, which was won by Steinhauser. E. T. Banes, on a 3½-h.p. Excelsior, led for the first two miles, but failed to hold the pace, though he finished a good second.

There was plenty of interest in the ten-mile event for stock machines, all the stars being entered, including W. W. Wray, Jr., of Brooklyn, holder of the world's one-mile straightaway record of 44 2-5 seconds. This was a race between Wray, Kellogg and Goerke. The latter two made the pace for each other, and in this way had the advantage on the others. Wray got off in front, however, and held the lead for four miles, when his Simplex went wrong, and he was soon out of it. In the seventh mile Steinhauser took up the race with the Indian pair, and when Goerke was forced to drop out owing to a broken chain on the eighth mile, Steinhauser finished second, and T. Schultz, on a 6-h.p. Reading Standard, third. The latter claimed second place, but the bronze medal went to Steinhauser.

There were twelve starters in the pursuit race, the riders being started from different points on the track, equal distances apart. Wray had trouble with his machine again in this event and was the first to be caught and C. Aquilor was second. Seven of the contestants remained in the race until the sixth mile. A. Klein dropped out on the seventh, leaving Kellogg, Steinhauser and A. Wicknick to finish in the order named.

Kellogg and Goerke paced each other in the twenty-five-mile open event, and after Wray dropped back, owing to more trouble with his machine, Goerke took the lead and held it to the finish. With a lead of two laps, Kellogg stopped twice for gasoline and Goerke lost more than a half minute by stopping for gasoline on his twenty-third mile, but he was so far ahead that it made no difference in the result. His fastest mile was the twelfth, which was driven in 1:07 1-5. The eleventh was in 1:07 2-5, and the twentieth and last was covered in 1:07 3-5, Goerke leading at the finish by more than one mile.

L. STEINHAUSER ON HIS BRADLEY

In this event two riders gave an example of clever racing which created a great deal of interest as they circled the track, lap after lap, neither one being able to lead the other by more than a couple of wheel lengths from start to finish. N. Smith on a 6-h.p. Reading-Standard, and E. T. Banes on a 3½-h.p. Excelsior, were the riders, and by clever maneuvering the latter finished a couple of wheel lengths in the lead. As a result of this race there is a probability of a fifty-mile match being run off between the two machines in the near future.

E. T. Banes led all the way in the club championship, winning easily. Goerke made the first trial against the record, finishing in 1:04. W. W. Wray covered a mile in 1:11 1-5, and W. Bewley, on a Reading-Standard, made it in 1:11 2-5.

Frank Shaw acted as starter. Dr. T. J. Keane, Harry Slater and Charles Krause were the judges; W. R. Stroud, J. Mayo and John Moore, timers, and W. Ennis and Howard Penrose, referees. The summary:

First event, five-mile novice race, 30½ inches piston displacement—L. Steinhauser, 3½-horsepower Bradley, won; E. T. Banes, 3½-horsepower Indian, second; N. Smith, 3-horsepower Reading Standard, third; J. Rosa, 3½-horsepower Reading Standard, fourth. Time, 6:33 3-5. F. Augustine, C. D. Feitler, E. D. Dunning, T. J. Montague, J. Keating, C. Peddle and J. Mayo also started.

Second event, 10 miles, strictly stock machine race—S. T. Kellogg, 4-horsepower Indian, won; L. Steinhauser, 3½-horsepower Bradley, second; T. Shultz, 6-horsepower Reading Standard, third. Time, 12:23. E. T. Banes, A. Klein, C. D. Feitler, A. Augustine, W. Goerke, J. Benders, G. W. Reinhold, J. Mayo and W. H. Wray also started.

Third event, Australian pursuit race, 10-mile limit, 30½ cubic inches piston displacement—S. T. Kellogg, 4-horsepower Indian, won; L. Steinhauser, 3½-horsepower Bradley, second; A. Wicknick, 3½-horsepower Indian, third. Time, 12:40 2-5. J. Mulhening, Jr., A. Klein, W. Goerke, H. Lake, W. Bewley, T. Shultz and W. Wray also started.

Fourth event, 25-mile race, open to all—W. Goerke, 5-horsepower Indian, won; S. T. Kellogg, 5-horsepower Indian, second; W. Bewley, 6-horsepower Reading Standard, third; L. Steinhauser, 3½-horsepower Bradley, fourth. Time of winner, 29:52½.

Time by miles:

1	1:20 1-5	13	1:08 1-5
2	1:08 1-5	14	1:09 2-5
3	1:08	15	1:08 4-5
4	1:10	16	1:09
5	1:09 2-5	17	1:09
6	1:09 1-5	18	1:08 4-5
7	1:13 1-5	19	1:08 2-5
8	1:11 2-5	20	1:07 3-5
9	1:13	21	1:08 2-5
10	1:10	22	1:09
11	1:07 2-5	23	1:57
12	1:07 1-5	24	1:13 2-5
		25	1:07 3-5

Fifth event, five-mile club championship—E. T. Banes, 7-horsepower Indian, won; N. Smith, 6-horsepower Reading Standard, second; J. Rosa, 6-horsepower Reading Standard, third. Time, 6:04 4-5. A. Wicknick, L. J. Spingler started, but did not finish.

Sixth event, one-mile time trial to beat track record, 1:03 4-5, held by S. T. Kellogg—S. T. Kellogg, time 1:00 4-5; W. Goerke, 1:04; W. H. Wray, Jr., 1:09 2-5; W. Bewley, 1:11 2-5.

CLUB NEWS

MINNEAPOLIS, MINN., May 18.—The members of the newly organized Minneapolis Motorcycle Club made their first run yesterday, with most favorable results, despite the threatening weather.

The Minneapolis riders were joined by many St. Paul motorcyclists about 9:30 o'clock A. M., and H. S. DeLong was appointed captain. The party traversed Hennepin avenue to Lake Calhoun and went from there to Excelsior, where it was joined by a number of members who made an earlier start.

Luncheon was served at the Casino pavilion, followed by a good time. Numerous speeches were made, all of which assured an enthusiastic club membership. A. T. Stata, the president of the organization, dwelt at length on "The Uses and Abuses of Motorcycling." He spoke strongly in favor of the closing and use of mufflers when passing vehicles drawn by horses and while riding in the city. He said this would tend to make motorcycles less objectionable to many citizens who now consider them a nuisance.

After luncheon the club chartered the steamer "Victor" and made a tour of Lake Minnetonka. The return trip was made through Wayzata and Deephaven and over the new macadamized boulevard to Minneapolis.

The run was pronounced a great success and many of the riders signified their intention of becoming, not only members of the club, but "boosters" of the sport in the Twin Cities. Sunday runs are creating great enthusiasm, and it is expected the foundation for a club house will be laid before the end of the season.

A. D. Kelly, the secretary, reported a large increase in membership. The club is anxious that all desiring to become members should leave their names and addresses with any dealer, or with Mr. Kelley at 509 Hennepin avenue.

SAN DIEGO, CAL., May 5.—A successful run to Lakeside was made Sunday by a representative turnout of members of the M. C. of San Diego. A dozen people with as many motorcycles made up the party, which enjoyed the fifty-mile round trip and, incidentally, a little sport on the side at the resort on the famous two-mile track.

The outing was given under the auspices of the club, which was recently reorganized for the purpose of giving its members a chance to get in trim for the races at Lakeside next Saturday.

Tryouts of various kinds were made during the day but no special efforts were made for time. A series of informal races were held. Among these was an interesting event in which C. A. Sheppard's new two-cylinder Indian motorcycle was pitted against John Scripp's forty-horsepower Packard automobile. The motorcycle won by four seconds, the race being two miles in length, once around the track. Its time was 2:23, while that of the big machine was 2:27.

The greater portion of the day was spent on the outing. Those included in the party were Jim and John Scripps, C. A. Sheppard (captain), Turnell, Thorndike, Taylor, Urquhart, Copeland Waite, Crowe and Arnold.

SAN FRANCISCO, May 21.—The preliminary endurance run held by the San Francisco Motorcycle Club, recently, to Gilroy and return was voted a great success, and the club plans an active summer of contests, runs, etc. A committee has been appointed to investigate routes and complete plans for proposed runs and has already accomplished considerable toward this end. In the run to Gilroy the following riders finished with perfect scores: F. Karslake (Curtiss), P. J. Lavin (F. N. 4-cyl.), H. F. Meriwether (Thor), H. L. Pfeiffer (Thor), V. Guryot (Curtiss), E. J. Weinnman (Metz), E. L. Roseberry (Metz), L. F. Pierson (Indian).

The following members have been elected to membership during the past month:

J. Hoffman, 819 14th st.
H. Koshnitzki, 2970a Bush st.
G. W. Hicks, 1343 Alabama st.
Robt. Black, 475 Fair Oaks st.
H. Mokowski, 305 Elizabeth st.
M. Kresteller, 609 Buchanan st.
M. Brownstone, 643 Devisadero st.
L. Millen, 2623 Mission st
W. A. Gregory, 533 Willow av.
L. Bert, 1270 Fell st.
R. Morris, 3406½ Mission st.
L. Perry, 237 Tremont av.
Gus. Donelet, 446 Van Ness av.
A. L. Murat, 2405 Howard st.
C. Klunclaus, 2405 Howard st.
L. F. Purson, 1727 Vallejo st.
F. J. Gerrish, 506 Golden Gate av.
H. Decker, 14 Lyon st.

DENVER, COLO.—Plans are being made by the Denver Indian Motorcycle Club to construct a club house east of the city at the crest of the hill on Colfax Boulevard. Plans have been drawn for a model building of convenience and comfort, and when completed it will be one of the finest motorcycle club headquarters in the middle West.

The club, which was organized only a short time ago, has already enrolled 175 members and has raised over $500 toward its project. Thomas S. Cox is president, Walter E. Johnson secretary, and J. Howard Tanquary is treasurer. D. E. Cassaday is captain of the "twin motorcycle squad" and Louis Schaefer is captain of the "single motorcycle brigade."

LOS ANGELES, May 19.—Saturday afternoon, June 27, has been chosen by the Los Angeles Motorcycle Club as the date of its next big racing event at Agricultural Park. A successful meet has been assured and a large crowd will be in attendance, as all the people will be traveling toward the beach resorts to spend the Fourth of July. The plans are well under way and will be perfected in a short time. Many racing machines have been brought to the city since the race meet in February, and many records are again liable to go by the board. The Agricultural Park track is now in excellent condition and very speedy.

THE Scranton (Pa.) Motorcycle Club is progressing since its organization on April 8. New members are being enrolled at every meeting. The club started out with sixteen charter members and every indication points to a successful organization. The officers of the club are: President, Jos. Woelkers; vice-president, Harry Brenton; captains, Henry Billman, Seth J. Rawling. Several runs have been scheduled for the summer and many a good time is assured. The boys are very enthusiastic for its success. The colors adopted by the club are orange and blue, in a flag designed to hang on the wheel with the letters S. M. C. C.

THE motorcycling members of the National Cycling Club of Council Bluffs, Iowa, numbering about a dozen, have organized and will be known as the "Light Brigade," after the machines which they ride. Regular weekly runs will be made with the Cycling Club, with W. F. Maus as captain. The wheelmen will receive a three-hour start over the motorcyclists in order to give the pedalers a chance to finish the run at the same time.

BALTIMORE, MD., May 11.—The Royal Motorcycle Club has been organized, composed largely of riders of the Royal. An active summer is planned, with club runs every Sunday, races, etc. The officers are: George Louis, captain; Harry Louis, color bearer; E. C. Briggeman, secretary, and Messrs. Martin, Frank J. McCloskey, J. Velte, William Martell and Fred Schlimme Board of Governors.

CHICAGO, May 25.—The Chicago M. C. yesterday held the largest club run of its existence. Fully seventy-five machines turned out for the trip to Libertyville. The attraction was the club race-meet on the Libertyville track, and this brought out not only 75 per cent. of the club members, but also riders from out of town, among them John R. Ball, of Milwaukee.

MINNEAPOLIS, MINN., May 26.—The recent lifting of the lid in Minneapolis which has heretofore prohibited motorcycles on any of the boulevards or cycle paths, has given the enthusiasts new life and they are now trying to make up for lost time. The St. Paul boys will have to wake up or they will no longer be able to hold the record as to number of riders.

HARTFORD, CONN., May 6.—For the purpose of adopting a constitution and by-laws the newly organized Hartford Motorcycle Club held a meeting Friday evening. The officers of the club are: President, Perrin B. Whitney; vice-president, George A. Snow; secretary-treasurer, George W. Baker; captain, Louis S. Rockwell.

WAYNE, PA., May 18.—Students of St. Luke's School have organized a motorcycle club with these officers: President, R. H. Huntley; vice-president, E. V. Armstrong; secretary and treasurer, L. M. Armstrong. Other members are: W. Coit, W. Moore, Donald Light, G. B. Anderson, W. Fotterall, John I. Mayer and M. Hawkins.

NEWARK, N. J., May 23.—About a dozen members of the New Jersey Motorcycle Club made the run to Hackettstown last Sunday. This run took in the climb up Schooley's Mountain, which was made with but very little difficulty by a majority of the members.

SCRANTON, PA., May 21.—The Scranton Motorcycle Club had a most successful run last Sunday. It is the intention of the club to hold these runs each Sunday and all motorcyclists in the city are invited to attend.

MOTORCYCLE ILLUSTRATED

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LEROY COOK - - - - - - - *Editor*
Advertising
L. H. CORNISH WILLIAM R. SHANNON

TWICE A MONTH NOW

STARTING July 1st MOTORCYCLE ILLUSTRATED will become a semi-monthly. It will appear promptly and positively on the 1st and 15th of each month, and the subscription price will remain the same, that is, $1.00 a year for home subscriptions and $2.00 a year for foreign subscriptions. Since announcing that MOTORCYCLE ILLUSTRATED will become a semi-monthly, we have had no doubt as to the result of this more frequent issuance of the paper. So many people have written to applaud this idea that we are now certain we are right. Before we merely "thought so." A monthly is too slow—too slow for the reader, too slow for the advertiser. If a monthly is any good at all it will seem ages between the receipt of one copy and another; but if it is even fairly good it will be welcomed twice a month. With motorcycling expanding with such reasonable rapidity we feel that the twice-a-month proposition is the correct one.

BURIED FOREVER

WE wind up in this issue that ancient and hoary discussion entitled "American vs. Foreign Machines." At least we hope it is wound up. We devote several pages to the matter. Of course Mr. Fuller is entitled to a reply, but we shall beg him to please not make one. After reading the Replies to Fuller you may think that he is not an intelligent young man. That would be a mistake, for he is. It all simply means that no two men see just exactly alike. Mr. Fuller saw one side of the question, and presented it, and drew on the deluge published in this issue. In any event we hope that the matter is finally closed. While this long drawn out controversy may have accomplished considerable good it has also worked considerable hurt to certain people, and has certainly handicapped MOTORCYCLE ILLUSTRATED. It has made enemies for the paper. Now, we do do not want enemies; we want friends. But to secure a large, wide clientele of supporters we would not dodge an issue or a principle. On all questions of that kind MOTORCYCLE ILLUSTRATED will take a positive stand. At the same time all must realize that a maker of motorcycles or motorcycle parts must be left to largely work out his own salvation in his own way. It is very much like using a bludgeon to say that this is no good or that that is the best. Such a dictum is not the opinion of all. The final verdict of goodness or badness must come from the people—the consumer, and you may make sure that the makers and sellers will readily learn this without any one using the big stick.

THE JUNE ISSUE

THIS is the June issue. Of course it is not a wonder. Wonders cannot be accomplished in a fortnight. However, there is a new cover, a new dress and much new business. While the paper may not strike you as "strong," yet perhaps it is an improvement over MOTORCYCLE ILLUSTRATED as you used to know it. The June number, however, is only but a step forward. We have laid plans to produce a broad, representative paper, and we feel that we shall accomplish that. It will be all the easier because of the really wonderful encouragement that has been held out to us. From all parts of America scores of letters have been received. The tenor of these runs largely as follows: First: "Motorcycling needs a good, clean, independent paper, and we trust you will give it to us." Secondly: Many letters have been received from old friends—friends of years' standing. These have been deeply appreciated, so much so that we cannot talk about them in print. But it all seems to indicate that it should not be over-difficult to make a success.

THE July 1st issue will be full of good things—interesting things. If you are only a casual reader place your order with your newsdealer *now*. Tell the dealer he can get the July 1st issue from his news company. *It is returnable.* He must place his order by June 25th. If he is a live man will you please ask him to order three or five copies, depending on his size, and have him place them on sale?

READ the "Pleasure Trip Over the F. A. M. Endurance Course." It's good, very good. Not of classic construction, and needing a comma or two. But it's the stuff.

NEW YORK CLUB'S SPRING RUNS

By EARLE L. OVINGTON

ON Sunday morning, May 10, at the early hour of 6 a. m., thirty-nine enthusiastic motorcyclists started on the double century run from Brooklyn to Southampton, L. I., and return. The run was the regular spring event conducted by the New York Motorcycle Club. Three hours later, that is, at 9 a. m., forty-three machines started on the single century to Patchogue.

For the first time in the history of the club the contestants were given the choice between a 200 mile, or double century, and a 100 mile or single century, run. Those who were particularly enthusiastic could take the former, while those who wished to make more of a pleasure tour out of the run than a contest could choose the latter.

It had rained for a couple of days before the contest, but, as the day of the run itself was clear, this rain only served to pack the roads down and lay the dust. There was one pretty bad spot, however. This spot was under a bridge where the sun could not reach, and there the mud was so thick that it was almost impossible to get through it. Just to see the fun I waited on the other side of this mudhole, and it was not long before a couple of fellows came by at a lively pace. They applied their brakes, but too late, and both of them measured their lengths upon the ground in the deepest part of the puddle. As they came into the Southampton control pretty late I imagine they must have spent twenty minutes or a half an hour scraping the mud off their clothing.

It seemed that the inhabitants of the villages along the route, at least the younger element, had been warned that a run was to take place. At any rate they all turned out in their Sunday clothes to give us a welcome as we passed through. Usually this welcome took the form of throwing their hats under our wheels, and of course when we stopped, either through necessity or to refresh the inner man, we were the objects of curiosity and interest. In spite of the fact that the motorcycle is known almost as well as the automobile, the former never fails to excite curiosity and attention, while the latter is almost entirely ignored. I think this is due to the fact that the motorcycle is more within the reach of the average person and he is therefore more interested in it.

Fortunately there were very few accidents, in fact, none of a serious nature, with the possible exception of the accident which befell Albert Kreuder. Fortunately the principal damage was done to his machine, while he escaped without a scratch. He was going along at well above legal rate and suddenly came upon a bridge crossing a railroad. In trying to turn the sharp corner leading to the bridge he misjudged his distance and proceeded to demonstrate what happens when an irresistible force meets an immovable body. He ploughed into the fence and succeeded in smashing up his machine pretty badly. His front fork was a wreck and when I came upon him he was busily engaged bending it back into shape with the help of a large wrench. It is a well known fact, however, that Kreud-

J. T. HORN
PHOTO OVINGTON

ALWAYS SURE OF AN AUDIENCE

PHOTO
OVINGTON

"SOME JUICE, PLEASE!"

er is a pretty hard man to put out, and although his machine looked like a wreck, dinner had not been finished at Southampton before he turned up ready for a meal and a ride home. How he ever rode his machine from Southampton to Brooklyn with his fork bent into the fantastic shape I saw it in is more than I can tell. He deserves much credit for his plucky work.

On a whole the run was a big success. Eighty-two started, which is six more than started in the century run last year. Sixty-three of this eighty-two survived and won medals. A handsome silver medal was given to those who survived the double century, while a bronze medal struck from the same die was given those who survived the 100-mile run.

To the student of the development of motorcycling in America some interesting conclusions may be drawn from this contest. As the 200-mile contest contained a larger number of experienced riders I shall confine my attention to it. Furthermore, as we are principally interested in the machines that finished, I shall not consider those who did not.

Twenty-eight men finished in the 200-mile grind. Of this twenty-eight, seventeen rode foreign machines, while eleven rode American machines. Fifteen of these machines had belt transmission while eight of them had the chain drive. Five had the bevel gear shaft drive. Sixteen out of the twenty-eight used magneto ignition, while twelve used the battery system. Eleven single-cylinder machines finished, while twelve were twin cylinders and five four cylinders.

The following is a list of the men who finished in the 100 and 200-mile events and the machines they rode: Double Century—J. F. McLaughlin (6 N. S. U.), David Molin (6 N. S. U.), Carlton Kelly (6 N. S. U.), Fred Voelker (3 N. S. U.), Will Cook (6 N. S. U.), Albert Kreuder (6 N. S. U.), John Tawcett (4 N. S. U.), Earle L. Ovington (5 F. N.), David Dessau (5 F. N.), A. Everhardt (4½ F. N.), Hiram Powers (4½ F. N.), Tom Rice (4½ F. N.), Frank P. Baker (5 Indian), George Groning (2¾ Indian), M. T. Sullivan (Indian tri-car), George Ruck (1¾ Indian), A. Mowatt (3 R. S.), H. Senior (3 R. S.), D. Patterson 3¼ M. M.), C. Voight (3½ M. M.), C. Libby and R. A. Pickens (6 M. M.), Fred Littlefield (5 Vindec), F. W. Horenberger (5 Vindec), R. Starkweather (3 Light), W. H. Wray, Jr. (7 Peugeot), A. H. Sicard (3 Thor), H. Van Wyck (Brenebor), A. Swidorski (3 Styria).

Single Century—Eugene Kicherer (3½ N. S. U.), F. E. Dalton (6 N. S. U.), Leo Schwarz (3 N. S. U.), Will Thorman (3½ N. S. U.), A. O. Viereck (3¾ N. S. U.), R. S. Morton (5 Indian), J. M. Shores (1¾ Indian), George Gifford (3½ Indian), F. Mercier (Indian tri-car), R. Braisner (Indian tri-car), Albert Kurchuber (2¾ Indian), Perry Deyo (3¾ Indian), Oscar Johnson (2¾ Indian), Philip Glorins (2¾ Indian), Walter Borst (2¾ Indian), J. P. Thornley (3½ Indian), Irving Davis (3½ M-M.), C. P. Rogers (3½ M-M.), J. McKeevar (3½ M-M.), George P. Jenkins (3½ M-M.), M. J. Parker (3½ M-M.), Joseph Sheehan (3½ M-M.), Arthur Titus (3½ M-M), W. Erath (3 Linden), Harold Fletcher (3 Linden), J. Constant (3 R-S.), J. Brown (3 Linden), Roland Moore (4½ F. N.), Henry J. Wehman (3 Curtiss), J. Frederick (5 Sarolea), George V. Lyons (8 Minerva), W. Finley (3 Merkel), Arthur T. Bendix (5 Griffon).

IF you can teach your fellow motorcyclist anything do so. Send it to us, any little kink or hint, and we will print it. Send us helpful stuff.

Detroit Has Woman Motorcyclist

THE unique distinction of being the only woman motorcyclist between New York and San Francisco is claimed for Mrs. H. G. Smith, of 574 Putnam ave., Detroit, Mich., wife of the president of the Detroit M. C. Mr. Smith has been an ardent motorcyclist for some time, and last summer took Mrs. Smith with him on a fifteen-day run over hills, rocky roads and through peaceful valleys between Detroit and Bayport. When she returned from one of the finest vacation trips imaginable she was not only a thorough convert to the motorcycle, but decided that instead of merely being a passenger on the rear seat she would handle the levers and brakes herself. Three months ago she received her new machine, has now thoroughly mastered its mechanism, and accompanied the Detroit M. C. on its recent run to Cass Lake and return.

Gentle Animal Disturbed

GOING at full speed and with all the racket that attends it, a motorcycle frightened an old horse driven by John Wise, a farmer, Monday afternoon, near the Catholic Church, causing it to run away. The animal is very old and always held a reputation for being extremely gentle; but the infernal machine was too much for its slow-going ways, so it kicked up its heels, broke the dashboard and, jerking the lines from the driver's hands, started west at a pace that would have made Nancy Hanks envious. After running until exhausted the animal stopped on the other side of Shinkle street. All this happened on May 12 at Findlay, Ohio.

Runs Away With Chief

THE recent unhappy experience of Tuxedo Park's chief of police was responsible for many broad grins by members of the aristocratic summer residents of the park. The chief, with an eye to curbing the speeding proclivities of the automobile set, purchased a motorcycle that was guaranteed to run like the dickens. And it did, too, the first time the chief took the road. Accidentally pressing the wrong gadget or something, the thing bounded away like a stung deer. Not seeing anything soft to hit, the chief accompanied the motorcycle out of town at a mad gait, traveling much farther than the eye can reach at a rate that simply tore the lining out of the speed law. When the thing had finally been stopped, and the chief came back, he was promptly arrested by one of his own men and haled before Judge Pierre Lorillard. After a most searching examination the chief was discharged with a sharp admonition.

A Boy Builder

MOLINE, ILL.—That the students in the manual training department of the high school can make articles which are practical and as good as are made in factories was clearly demonstrated yesterday when Clayburn Johnson tried out a motorcycle which he has been working on since last Christmas. Under the direction of Professor Dickinson, of the manual training department, Clayburn commenced building a gasoline motor to be used in propelling a bicycle. Yesterday he completed the engine and Mr. Dickinson took off the engine on his wheel and installed the home-made machine, which was then tried out. It propelled the bicycle along at a rate of thirty-five miles an hour, and climbed hills and performed all other feats that the modern motorcycle will do. The motor was again taken off the wheel and attached to a bicycle frame which Clayburn has purchased for that use and soon he will have a motorcycle of his own.

Reward for R. S. 422

INTENDING purchasers of second-hand motorcycles will do well to look twice for number 422 Reading-Standard, Model A, 1908. On behalf of Frank Haneschka, Sheriff E. J. Smalley, of Cheyenne, Wyo., has offered a reward for the return of this machine which was stolen some little time ago. The description is given as follows: "Reading-Standard" on both sides of tank in gold letters. Color brown, model A, 1908. No. 422 on right side of engine, on carbureter, and on compensating sprocket. Had tandem attachment on when stolen. License No. 43 on back seat. Had cyclometer on front axle, registered 446 miles. Connection on sparker was broken, and wire was wrapped around set screw between two jamb nuts. Some spokes in rear wheel slightly bent near hub.

New Jersey's New Rule

TRENTON, N. J., May 15.—State Motor Vehicle Commissioner Smith to-day issued an order requiring identification marks to be carried by all motorcycles operated in this State, under the provisions of the amendment to the Frelinghuysen Automobile law passed by the last Legislature.

The order specifies that each motorcycle, in addition to any mark bearing the number of the registration certificate of any motorcycle, there shall be painted or otherwise displayed, not less than two inches in height, arranged perpendicularly on the rear mud guard of each motorcycle, the number of the registration certificate. The order requires that these figures shall be displayed in such a way that they shall be easily seen and read at all times.

F. A. M. PROGRAM ARRANGED

ELABORATE preparations for the entertainment of the visiting delegates to the Sixth Annual Meet of the Federation of American Motorcyclists in New York City, July 1 to 4, have been made by the F. A. M. 1908 Meet Club, an organization formed solely to promote and conduct the meet. Instead of a series of races and contests, following one right after the other, an entertainment program has been arranged that will give the visitors a varied menu of contests, dinners, pleasant runs, etc. It will be a four-day continuous performance that is planned to eclipse all previous efforts in this line.

The F. A. M. headquarters will be established at the Hotel Empire, Sixty-fourth street and Broadway, and a bureau of information maintained for all comers, open at all hours. Here the visitors will be housed when they are in the city and here they will probably get outside a few breakfasts, should there be appetites for more than a cup of strong, black coffee on the "dark, gray dawn of the morning after." At all other meal times they will be off on the road somewhere, at Roslyn, L. I., or Sea Cliff or Coney Island. In fact, such a number of "feeds" have been provided, mixed in with a "smoke fest," gymkana events, economy contest, track races, etc., that every minute of twenty hours out of twenty-four is to be pretty well accounted for each day, and it will take a long retirement into quiet and peaceful surroundings to restore the nerve and confidence of the visitors after they bid good-by to "Little Old New York" this time.

As long as daylight lasts on the first day of the meet, July 1, the delegates will spend their time in a run around Central Park, to Grant's Tomb, to Van Cortland and the Hall of Fame. They will get located at the Empire and prepare for an excursion to Coney Island in the evening. Here they will either make acquaintance or renew it with the delights that busy resort affords its visitors during the summer months. Thrills there are a-plenty at Coney, and there are a few stunts there this year that are guaranteed to be new and original.

As early as all hands can be routed out the next morning, July 2, they will be started off on another trip to the beach, on their machines this time, to take a dip in the briny, or if so preferred they may go down to Dalton's Battery Baths for a swim and see, incidentally, how the lifesavers work. At 11 o'clock a run to Roslyn, L. I., will be made, where a series of gymkana events, tilting tournaments, etc., will occupy the afternoon. After dinner at the Mansion House, Roslyn, the smoke fest will hold the boards till the "wee sma' hours." This is to be the "big noise" in the way of entertainments, and no return tickets will be sold to New York that night.

On the morning of July 3rd a fifty-mile economy contest will be held on a ten-mile circuit, with start and finish at Roslyn. In the afternoon all hands will journey to Sea Cliff, or, if arrangements fall through there, to some other nearby point, where there can be made a test of the gastronomic abilities of motorcyclists when tables are overladen with roast chicken, corn and other delicacies served a la clambake, or perhaps in the familiar "chowder" style.

In the evening will be held the business meeting of the F. A. M. at Terrace Garden, Fifty-eighth street and Lexington avenue, New York City.

The morning of the glorious Fourth the visitors will have an opportunity to rest a few hours and celebrate in fitting manner the day on which our forefathers signed the Declaration which made us freemen. At 10.30 o'clock a trolley excursion will be made to Jersey, and in the afternoon a new half-mile racetrack will be opened and motorcycling inaugurated thereon. This track is to be known as the Paterson Stadium, just outside of Paterson, N. J., and is now under construction.

A list of events has been provided which includes the F. A. M. National Amateur Championships at one, three and ten miles, and amateur, novice and professional races at two, three, five and ten miles. The program is as follows:

No. 1.—Two-mile novice, limited to 30.50 cubic inches piston displacement.

No. 2.—Five-mile amateur, private owners only; 61.0 cubic inches piston displacement.

No. 3.—Three-mile amateur, open, 30.50 cubic inches piston displacement.

No. 4.—Five-mile F. A. M. National Amateur Championship; 61.0 cubic inches piston displacement.

No. 5.—Three-mile amateur, private owners only; 30.50 cubic inches piston displacement.

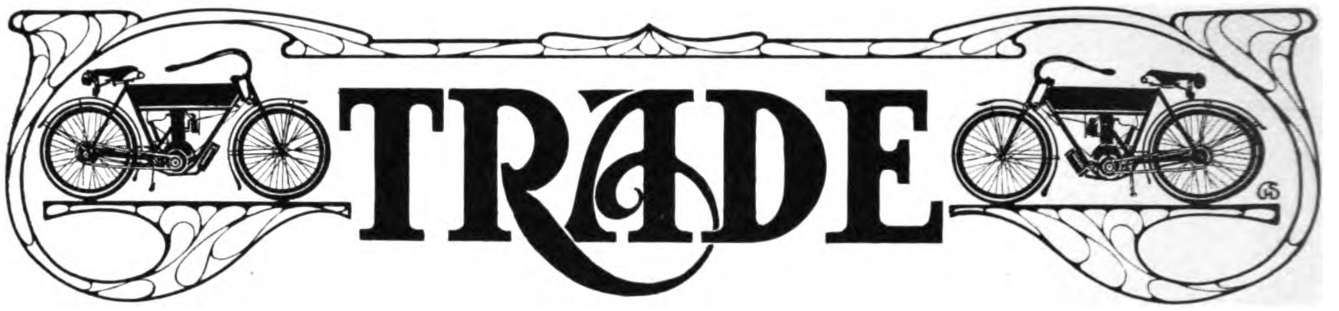
No. 6.—One-mile F. A. M. National Amateur Championship; 61.0 cubic inches piston displacement.

No. 7.—Ten-mile professional; 61.0 cubic inches piston displacement; five entries necessary. Cash prizes, $30, $20, $10, with entry fees added.

No. 8.—Five-mile amateur pursuit race.

No. 9.—Ten-mile F. A. M. National Amateur Championship; 61.0 cubic inches piston displacement.

No. 10.—Five-mile amateur handicap; 61.0 cubic inches piston displacement.

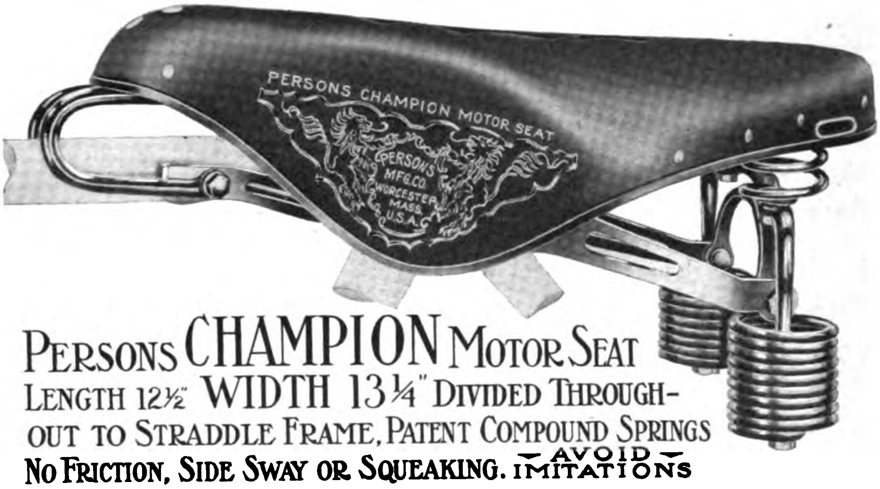


TRADE

PERSONS' CHAMPION MOTOR SEAT

IT IS doubtful if there is one detail of his machine to which the experienced motorist gives more consideration than to his saddle, and it is well that this is true. In the early days of the sport, when the motor and its "fixings" often required as much time and attention as it returned in service, very little thought was spent on equipment, but now, when battalions of motorcyclists go forth for centuries, double centuries or long tours, with never a misgiving of returning on schedule time, comfort becomes the strongest element in the composition of the rider's enjoyment.

Charles A. Persons, whose principal activities are devoted to the production of high-grade saddles, has spent a season in perfecting his new Champion Seat. The key-note in the "design considerations" has been comfort, and Mr. Persons early decided that the most essential desideratum would be width. This belief was confirmed by all of his fellow-motoring friends, Earle Ovington, George Sherman and others making valuable suggestions which were borne out by the road experiences of the manufacturer. Several models were made and tested out, Mr. Persons finally selecting a top which he believes to be the first in the industry wider than it is long. Across the seating surface the top is thirteen and a quarter inches, while its length is twelve and a half inches. The skirts drop parallel and are guaranteed to keep their form, while the pommel is designed for absolute comfort as long as the rider remains on the machine. Knowing last fall that special leather would be required for these tops, Mr. Persons started his head tanner selecting heavy steer hides for the work, and some of these, weighing as much as fourteen ounces to the square foot, had been going through the long-time, old-fashioned oak bark tanning process for nearly two years. Selecting in some instances as low as one middling out of a hundred, a season's supply of this leather was stocked up and the currying and finishing carried through with unusual care, producing a soft and flexible leather absolutely free from stretch. Thus, with a top of unequaled width, weight and comfort provided for, it became important to embody in the mechanical framing, improvements adapted to give the riders the full benefit of the advantages found in the top, and to do this it was necessary to take into consideration the present construction of the many motorcycles on the market, as well as the trend of the designers for 1909. Approaching this proposition with an open mind, Mr. Persons encountered one general line of advice, which was, "get it down low." In fact, the seat-posts of the latest models of the Light, Minerva and others enter the top tubes of the frames from the rear and cannot be lifted, making essential a new type of saddle if the full advantage of the new frame and seat-post design was to be secured. The cut shows in shadow the tubes of these new frames and how low thereon it is possible to put the saddle. Also, other excellent machines, such as the Excelsior and Thor, have rear "L" posts, to drop which to their lowest positions required a saddle able to straddle the frame, and this the Champion will do.


PERSONS CHAMPION MOTOR SEAT
PERSONS MFG. CO. WORCESTER MASS. U.S.A.

PERSONS CHAMPION MOTOR SEAT
LENGTH 12½" WIDTH 13¼" DIVIDED THROUGHOUT TO STRADDLE FRAME, PATENT COMPOUND SPRINGS
NO FRICTION, SIDE SWAY OR SQUEAKING. AVOID IMITATIONS

Persons compound springs are fitted to the Champion motor seat, embodying the patented principle of a compression spring bearing upon an extension spring, each pair of springs differing from the other in size of wire, size of coil, degree of pitch and direction of action, and neither blows, vibration or rebound received by one will pass through the other to the rider. Persons bridge construction, consisting of two forged posts and a pressed steel arch, obviate the use of sleeves or guides for the posts and the resultant nuisance of noise and friction.

The front spring is bolted to the truss back of the end of the latter, while at the end of the truss and integral therewith is a stop to prevent the spring tilting upward, as has been complained of in some saddles free at this point. This permits the spring to drop under pressure, but prevents its passing its true position on the return.

The Most Important Event

of the N. Y. M. C. Hill Climb

Fort George, June 6th was Class C.

NSU

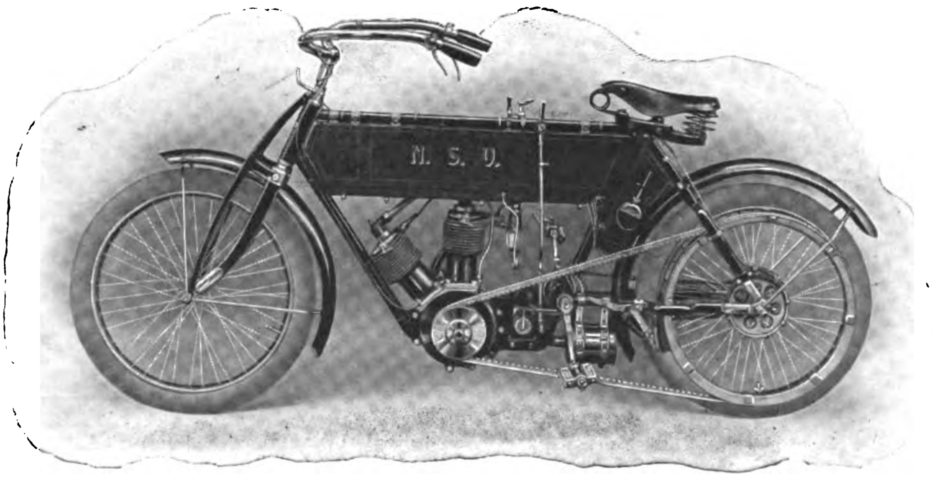
wins by 29 seconds

CLASS C. was limited to regulation stock models, not machines especially built for racing purposes. The gradient on this hill is between 8 and 14 per cent. and averaged 11 per cent. On this gradient the time made by the N. S. U. was

Equivalent to 50 Miles an Hour

This remarkable performance was made by an ordinary stock model. It demonstrates beyond a doubt that any N. S. U. machine is superior to every other motorcycle built in the world.

**N. S. U. Two-Speed Gear, Shamrock-Gloria Canvas and Rubber Belts, N. S. U. Patent Belt Fasteners
Peter Union Tires**



N. S. U. TWIN CYLINDER, SUITABLE FOR SIDE AND FORE CAR ATTACHMENT, 4 H. P., 5½ H. P. AND 6 H. P. TYPES, FITTED WITH GIRDER FORKS

N. S. U. MOTOR COMPANY

206 WEST 76TH STREET, NEW YORK

Persons double security clamp is fitted to the Champion, and is guaranteed, as are all other parts of this model, the price of which is nine dollars.

ignition is automatically advanced and the rider has only the carbureter control to manipulate in order to speed his motor. This simplifies the control to a remarkable extent.

PERSONS
TOURIST

TOOL KIT 3"X3⅜"X13¼"
DOUBLE REINFORCED, HAND STITCHED, FLAT KEY LOCK, CAN NOT RATTLE, THREE BRACES

As a worthy companion to their Champion motorcycle saddle, the Persons Manufacturing Company, of Worcester, Mass., have produced the Tourist's Tool Kit, of greater carrying capacity than any other on the market, This new kit is made of sole leather, hand stitched, with double reinforced ends and is 3 inches by 3¼ inches by 13¼ inches long, and is fitted with three frame braces in which the nuts are so fitted that they cannot jar loose in use. This kit is capable of holding an inner tube and a considerable store of spares and tools and will be appreciated by thorough-going motorcyclists. The most striking feature, however, and a characteristic Persons production is the flat key lock, all parts of which are riveted to the leather and consequently cannot rattle, as is the case when padlocks are used. Even the lock is a "Persons special" and its duplicate is not to be found in the market. The price of this kit, with lock, is four dollars. We are advised by the Persons Company that, as they desire to put a number of these new-saddles and kits out among the riders during the present season, they will make a special introductory price of eight dollars, to cover both kit and saddle, to those who remit direct to the company at Worcester.

PARTICULAR attention of both experienced and new riders is called by the Magnet Motor Company, newly established at 1400 Michigan avenue, Chicago, Ill., to the following features of the Magnet motorcycle. The machine is equipped with make-and-break magneto, which does away entirely with all ignition worry. It has extra heavy tread, 2½-inch tires, variable pulley, two band brakes, extra low saddle and self-starting stand. These are all in the equipment, not extras. Inlet valves are mechanically operated. These machines are made by the Motorenfabrik Magnet, Berlin, Germany, and two models will be handled in this country —a single of 3½ h.p. and a 5-h.p. twin. The bore and stroke of the single is 84x82 mm. and of the double 70x82 mm. The machine is particularly low, the top of the saddle being only 29 inches from the ground. All machines have a variable gear pulley which gives a change of gear ratio of 4 to 1 to 6½ to 1. A feature not usually found on foreign machines is double fork sides extending to the handlebars and making it impossible for the bars to twist on sandy or rough roads. Although the saddle is so low, the engine clearance is fully 5 inches. The wheel base is 56 inches and the tires Peter Union. The

THE Bullard Specialty Company of Springfield, Mass., are marketing a motorcycle speedometer that is attached to the handlebar operated by means of a flexible shaft and gear attached to the left side of the front wheel. By locating it in this position a very short shaft can be used (only about 22 inches long) that is practically straight.

By attaching the instrument to the handlebar it turns with it, thus bringing no strain on the shaft and avoiding a long shaft and sheath when connected to the rear wheels. When attached to the handlebar it is practically before the eyes of the rider and can be read at a glance without removing the eyes from the road.

The jar and jolting of a motorcycle is much more severe than that of an automobile, but notwithstanding this the hand is steady under all conditions of speed or road, and yet sensitive to the slightest change of speed. The instrument is pleasing in appearance, is very compact, very easy running and is fitted with ball bearings throughout, and has the fewest parts of any instrument in the market, and it is impossible to make better.

THE performance of the N. S. U. machines entered in the two-hundred-mile run of the New York Motorcycle Club on May 10th is worthy of particular mention, as eight N. S. U. motorcycles started and eight finished without troubles of any description, and Mr. Eugene Kicherer, who rode in the two-hundred-mile division, is authority for the statement that not one of the N. S. U. riders found it necessary to even touch a screw on any of their machines.

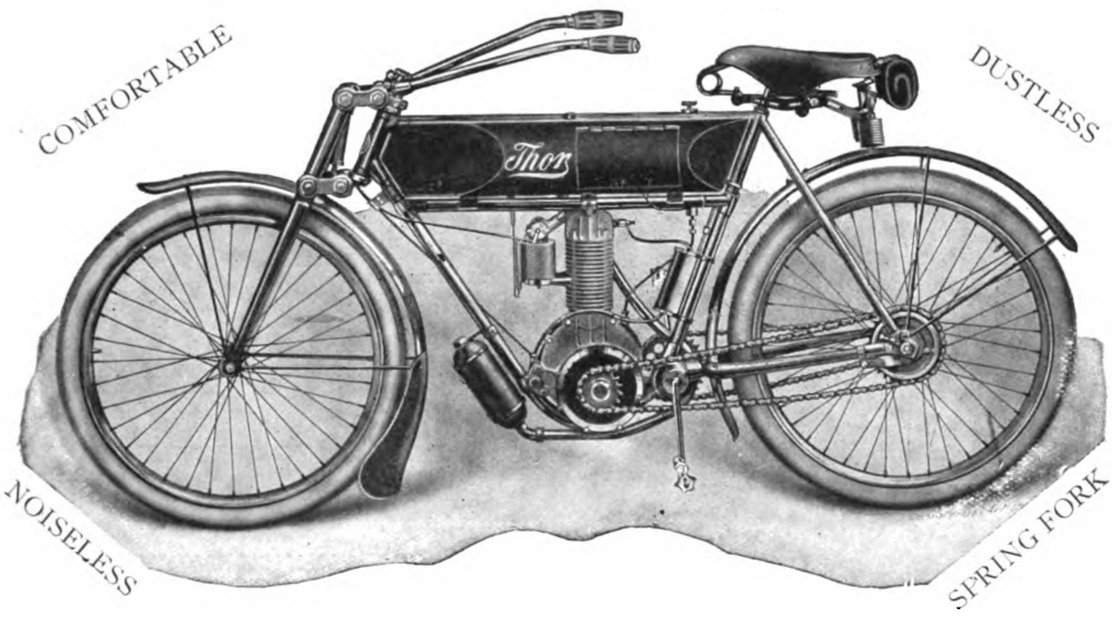
It may be of interest to motorcyclists in general to know that all the N. S. U. machines were equipped with the famous Shamrock Gloria belt and patent fasteners. These belts possess the ability to "stand up" under the most severe tests, and are without question one of the most reliable belts to be had.

THE Bradley Motor Company of Philadelphia are highly elated at the success of the Bradley machine at the recent Point Breeze race meet. This was a single cylinder stock machine and L. Steinhauser, its rider, was practically a novice at the racing game. He made the running time in most of his events, won the five mile novice, was second in the ten mile pursuit race, second in the ten mile for stock machines and fourth in the twenty-five mile open.

Thor MOTORCYCLES ARE SUPREME

Mechanically and Economically

This name is the *strongest* guarantee a Motorcycle can have.
It stands for POWER,, DURABILITY, EFFICIENCY AND ECONOMY.
It stands for THE HIGHEST GRADE WORKMANSHIP AND MATERIAL.
It stands for RELIABILITY, LONG SERVICE AND LOW COST FOR MAINTENANCE.
It stands for THE MOST APPROVED DESIGN—FAR IN ADVANCE OF ALL COMPETITORS.
In short, it stands for absolutely the *BEST MOTORCYCLE* yet produced in this or any other country.
GEARED TRANSMISSION. INVISIBLE GRIP CONTROL.



Thor Model "8-B" Motorcycle

Several other Models—single and twin cylinders

Dealers who have taken the Thor Agency report phenomenal increase in sales

Aurora Automatic Machinery Co.

MANUFACTURERS OF

Thor Motorcycles, Gasoline Motors, Automobile Engines, Coaster Brakes, Hubs, Etc.

General Offices and Works: Aurora, Ill. **Chicago, Salesrooms: 1470 Wabash Avenue**

WITHIN THE FOLD

Plainfield, N. J.—Elmer D. Cutting, of West Second street, has joined the ranks of the motorcyclists and is enjoying long spins on a new 2-h.p. Indian machine.

* * *

Wappinger's Falls, N. Y.—Edward Chapman, of this village, is the owner of a brand new motorcycle and was out Saturday giving it a trial. It is a handsome machine.

* * *

Kansas City, Mo.—There are about 225 motorcycles in this city, the owners of about 100 of which belong to the Kansas City Motorcycle Club.

* * *

Chicago, Ill.—E. L. Cline, local agent for the Armac Motor Company, of Chicago, has just sold a three and one-half horsepower machine to Rural Mail Carrier Brown, of Nappanee, who will use it on his mail route.

* * *

Grand Rapids, Mich.—While returning from a fishing expedition the tricar of Carl Esbaugh, of Grand Rapids, and Frank O. Carty, of Detroit, was struck by a Pere Marquette passenger, and Esbaugh was instantly killed. Carty was uninjured.

* * *

Chicago, Ill.—J. S. Woodsworth and F. B. Hart, of the Excelsior Supply Motorcycle Department, are in receipt of a report from the Colorado Telephone Company giving details of the installation of Excelsior motorcycles for use by linemen. According to the details, each machine saved $46 the first month and $24 the next month they were in the service.

* * *

Warsaw, N. Y.—Dr. L. M. Andrews has bought an Indian motorcycle, for use in answering hurry calls from his patients.

* * *

Bridgeport, Conn.—George H. Quinn, of State street and Colorado avenue, has recently purchased a new Indian motorcycle, and can be seen daily on his new machine.

* * *

Pekin, Ill.—Alfred Harris was down from Peoria last evening with his motorcycle. It attracted a great deal of attention. Mr. Harris is the owner of an Indian machine. There are several here who are figuring on buying one of these makes. Mr. Harris came down from Peoria last evening in 20 minutes.

* * *

Phillipsburg, Kan.—Emery Rickey is an enthusiastic motorcycle exponent and predicts that these machines will soon be an almost universal equipment for all mail carriers on R. F. D. routes.

* * *

Waltham, Mass.—W. A. F. Estes, the popular motorcyclist, while riding up Moody street about 4.30 o'clock the other afternoon, received a bad toss. He did not injure himself or the motorcycle in the mixup.

* * *

Rochester, N. Y.—Thomas H. Stack has sold his Reading Standard motorcycle to Bernard Coffey, locally known as Barney Oldfield Coffey."

* * *

Goshen, Ind.—Ed Arch and Hal Brown, rural carriers on routes two and four out of Nappanee, have invested in motorcycles.

* * *

Buffalo, N. Y.—Jack Cunningham, captain of the police bicycle squad, will be mounted on a motor bicycle this year instead of the ordinary wheel that has been his heretofore.

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FOR SALE—5-H.P. 1908 Vindec Special, Light Tourist Model, Magneto; extra racing pulley; not ridden over 25 miles; good reason for selling; will sacrifice. D. Dessau, 101 West 78th Street.

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If YOU WERE Buying Parlor Car Seats

You wouldn't be satisfied with the discomfort of a board in a freight car, would you? You *know* you wouldn't. Then in buying a Motorcycle advertised as "first class" do not let them substitute for a Persons a saddle with a wood or metal interior. *Don't* be robbed, when, by insisting, you can get your due, the gratefulness of

PERSONS CHAMPION MOTOR SEAT
PERSONS MFG.CO. WORCESTER MASS. U.S.A.

$9.00 **$9.00**

PERSONS CHAMPION MOTOR SEAT
LENGTH 12½" WIDTH 13¼" DIVIDED THROUGHOUT TO STRADDLE FRAME, PATENT COMPOUND SPRINGS
NO FRICTION, SIDE SWAY OR SQUEAKING. —AVOID— IMITATIONS

Persons' *CHAMPION* Motor Seat, now ready for 1909. Its width over all, 13 inches: has Persons Patent Bifurcated Compound Springs which will straddle the frame as shown by the dotted lines; the top tilts 10° when the springs are vertical and every piece is *guaranteed unbreakable*. It is, in *EUROPE or AMERICA*, the lowest Motor Seat, the Widest Motor Seat, the Most Comfortable and the *BEST* Motor Seat. Designed by Charles A. Persons.

The Persons Manufacturing Co., 100-110 BLOOMINGDALE ROAD
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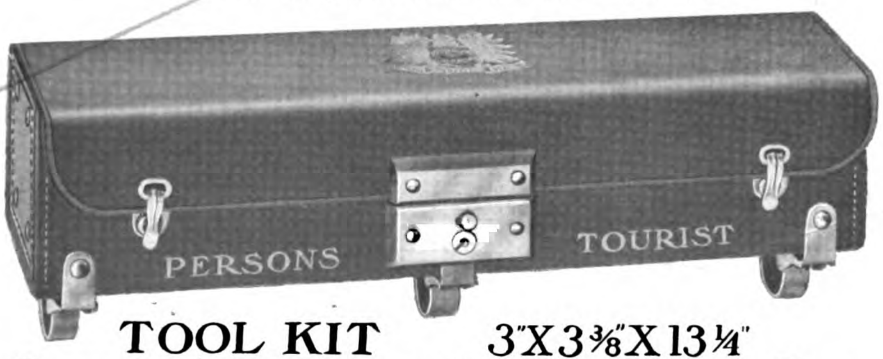
In Inches, Three by Three and a Quarter by Thirteen and a Quarter

Put the Kleptomaniacs out of Temptation



$4.00 **$4.00**

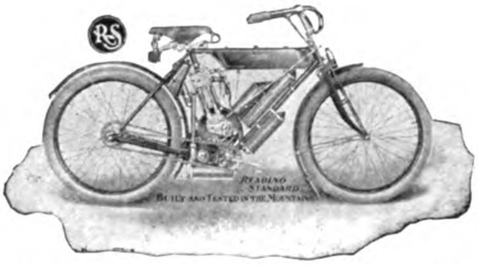
TOOL KIT 3"X3⅜"X13¼"
DOUBLE REINFORCED, HAND STITCHED, FLAT KEY LOCK, CAN NOT RATTLE, THREE BRACES

The only Tool Kit on earth with a flat key lock

We will ship one Persons Champion Motorcycle Saddle and one Persons Tourist Kit direct upon receipt of remittance for Eight Dollars

The Persons Manufacturing Co., 100-110 BLOOMINGDALE ROAD
WORCESTER, MASS.

MOTOR R-S CYCLES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READING STANDARD
BUILT AND TESTED IN THE MOUNTAINS

The first and only real Mechanical Intake Valve Motorcycle made and marketed in the United States. Thousands in successful use. The only Motorcycle to climb Pike's Peak, Full of practical features and improvements.

The "R.-S." line comprises Single and Twin Cylinder Machines, Tandems, Tricycles, Tri-Cars and Delivery Vans, and represents the most value as well as the most advanced motorcycle construction.

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Reading Eng. Co.

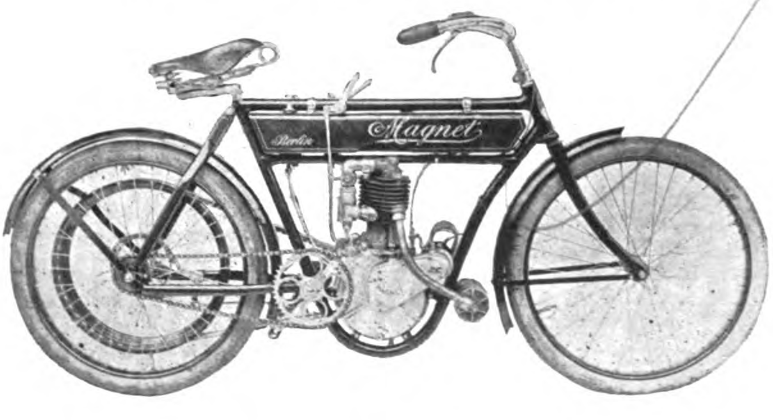
Magnet Lightweight, $2\frac{1}{4}$ H. P.

(Shown in the cut, $210.)

Magnet Touring Single, $3\frac{1}{2}$ H. P.—Magnet Touring Twin, $5\frac{1}{2}$ H. P.

Touring Models Have WITHOUT EXTRA CHARGE

Magneto make-and-break ignition. Variable Pulley for $1\frac{1}{8}$" V-belt. Selfstarting Stand. Extra heavy $2\frac{1}{2}$" Tires. Two powerful band brakes. Carbureter with visible gasoline level. Long wheel base and very low saddle, 30" high



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Simplicity
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**CHAIN DRIVE
With Power to Climb
ALL HILLS**

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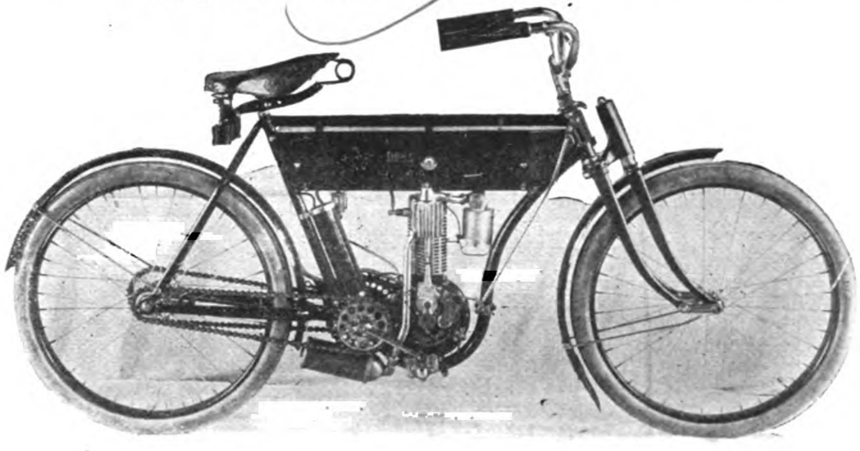

THE LIGHT MANUFACTURING AND FOUNDRY CO., Motorcycle Dept. P. O. Box 560
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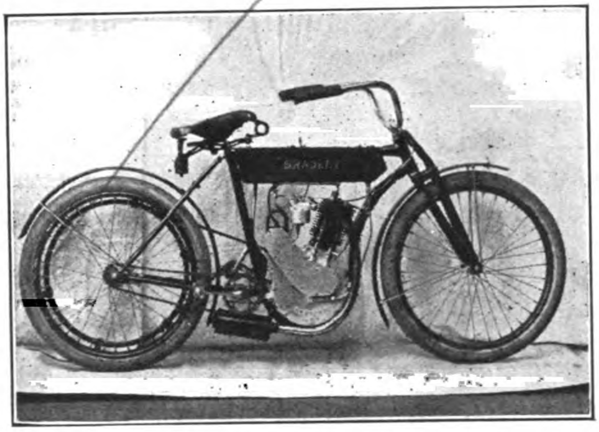

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10 Mile Australian Pursuit Race: L. Steinhauser, Second Place	25 Mile Open-to-All Race: L. Steinhauser, Fourth Place

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Received Warmly

OUR little pink slip saying that, after July 1st, Motorcycle Illustrated will happen twice each month, 1st and 15th, instead of only once a month, as heretofore, has been warmly received.

Many readers have sent us cards and letters saying: "That's fine; a monthly's too slow." We are glad to have the reader with us. It simplifies the scheme, makes the success of the twice-a-month idea certain.

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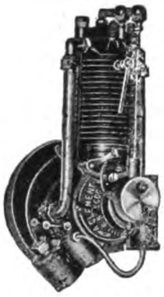
1¼ H. P.



Weight 20 lbs.
Speed 30 miles
per hour

Convert Your Bicycle into a Motorcycle for $50.

Genuine French Clement Motors, complete with nickel plated combination gasoline and oil tank, with pump, coil, carburettor, rear belt pulley, idler, belt, levers, etc., ready to attach to any bicycle.

This equipment can be attached by any novice in a very few hours. These motors will give perfect satisfaction and are guaranteed for one year. Motors can be bought separately for $25 each. Write for Catalogue.

Immediate Deliveries

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(PATENTED)

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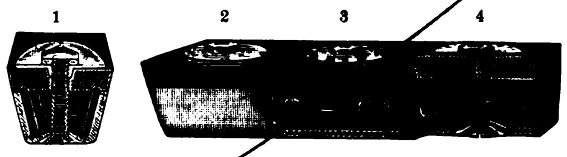
THE PEERLESS V BELT is a V shaped block chain encased from below by a continuous strip of raw-hide, and from above by a sectional strip of leather. Each section is fastened to a link by a bolt passing through.



1. End Cross Section of Belt. 2. Side View of Belt
3. Side of Chain Link. 4. Side Cross Section of Belt

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Because: It cannot stretch. Its flexibility adapts it to smaller pulleys. It can be run slack, thereby avoiding excessive journal friction, and it increases the efficiency of your motor. It is noiseless. Neither water nor oil will destroy it. It will, at least, outlast two other belts, and yet sells at the low price of 75c. a foot. Is made in sizes of ¾ and ⅞ in. wide.

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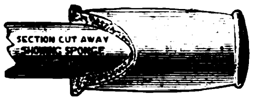
—THAT'S WHY HE LAUGHS—and well he may, for, the man who rides the 1908 N. S. U. will be happy and contented.
HE'LL GET THERE
and HE'LL GET BACK
and what's more at the time set.

There are a few fundamental points of highest merit embodied in the N. S. U. which should be considered by every purchaser, these are:
The Standing and Experience of the Manufacturer;
The Care used in Construction;
The material employed;
The Appearance;
The Power;
Price.
IF you live in JERSEY write to me for information or list. Questions thankfully received.

AL. BARTSCH, Agent for North New Jersey
Anderson Street (Cor. Linden Street) Hackensack, N. J.

To the Buyer of a 1908 Motorcycle



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YOU MUST USE

Mattson's Sponge Rubber Grips

If not regularly furnished on your new mount, specify them when ordering and get them without extra charge

INSIST ON HAVING THEM!

No other Grip can take their place to avoid
"THAT NUMB FEELING"
in hands and wrists

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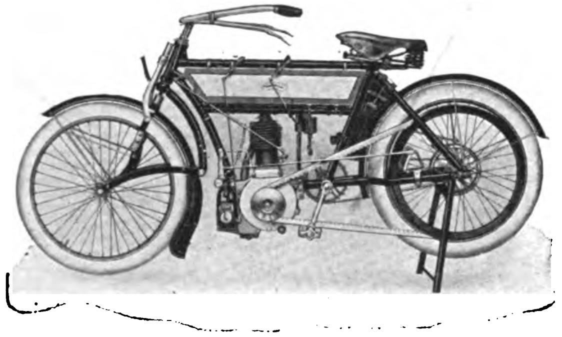
MATTSON RUBBER COMPANY
Lodi, New Jersey

"Vindec Special"

THE MOTORCYCLE OF MERIT

Received a grand total of *119 Awards* in *Reliability* and *Hill Climbing* Competitions during 1906 and 1907



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A speedy, high-powered machine, with wonderful hill climbing ability. The 5 H.P. "*Vindec Special*" is the ideal Motorcycle, fitted with the famous "Peugeot" engine—the engine that holds all speed records.
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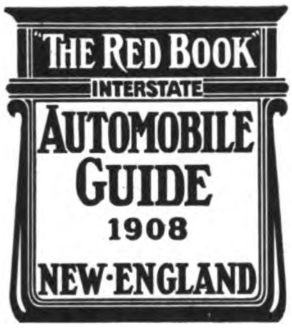

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showing how to get in and out of congested districts. Also a

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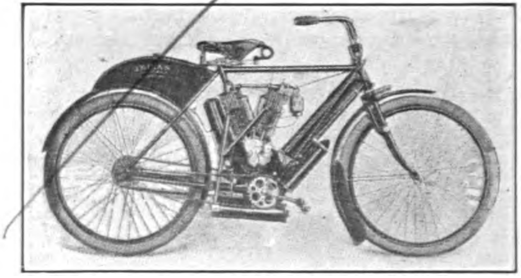

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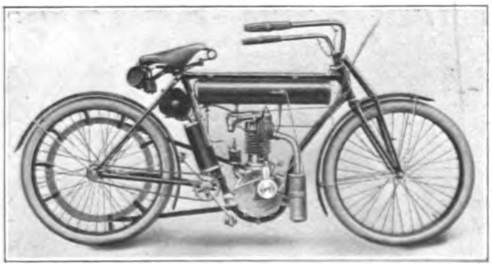

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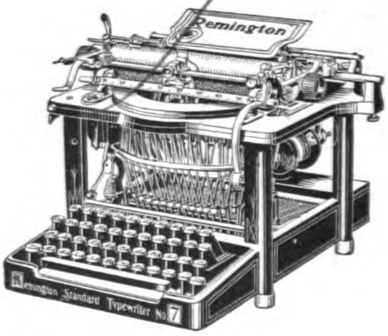

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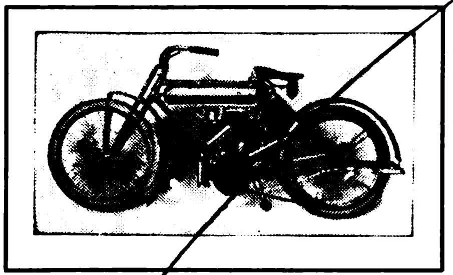

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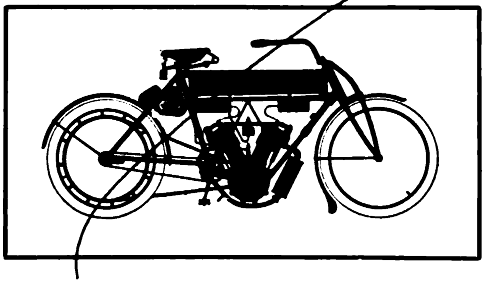

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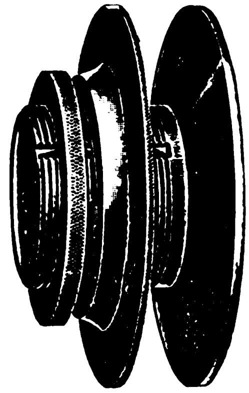

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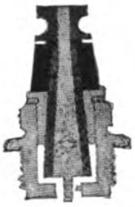

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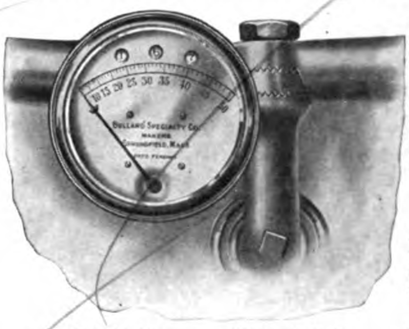

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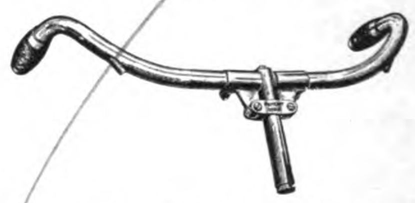

The C-A Spring Bar Attachment With Bars Attached

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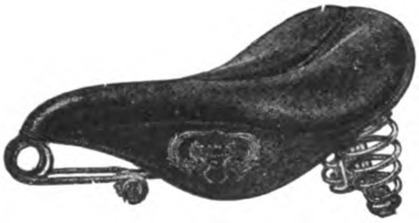
THE C-A SPRING-HANDLE BAR CO., 1931 Broadway, New York

MESINGER "CAVALRY" MOTOR SADDLE



Free action in front suspension spring. Enables the rider to proceed at high speed over all obstructions.

The top is raised in front and back sufficient to prevent the rider from slipping forward or backward—is curled hair padded and has the form of a horseback saddle.

Length 12 inches, Width 10½ inches. Price $7.00.

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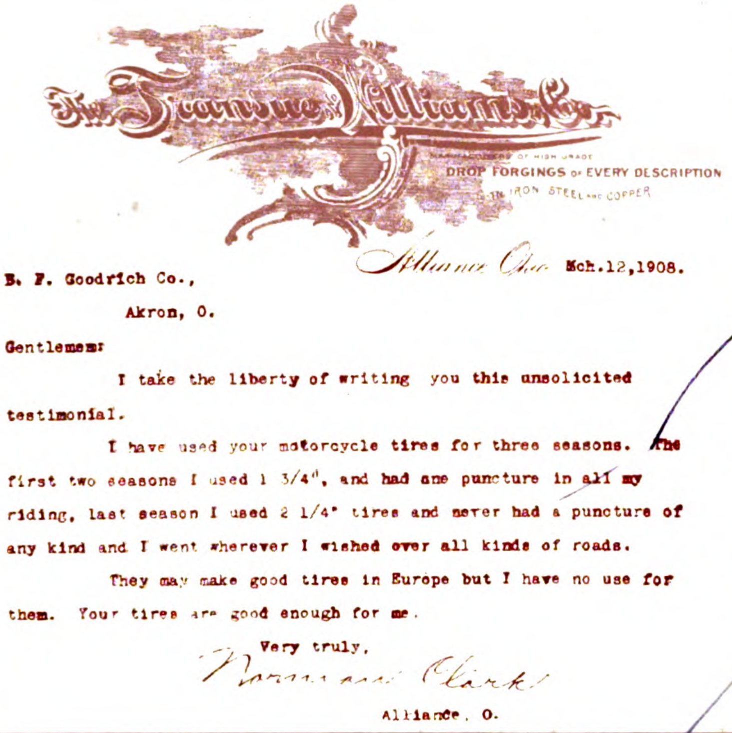

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Gentlemen:

I take the liberty of writing you this unsolicited testimonial.

I have used your motorcycle tires for three seasons. The first two seasons I used 1 3/4", and had one puncture in all my riding, last season I used 2 1/4" tires and never had a puncture of any kind and I went wherever I wished over all kinds of roads.

They may make good tires in Europe but I have no use for them. Your tires are good enough for me.

Very truly,
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READ THE LETTER

Three years' use—one puncture only

GOODRICH MOTORCYCLE TIRES

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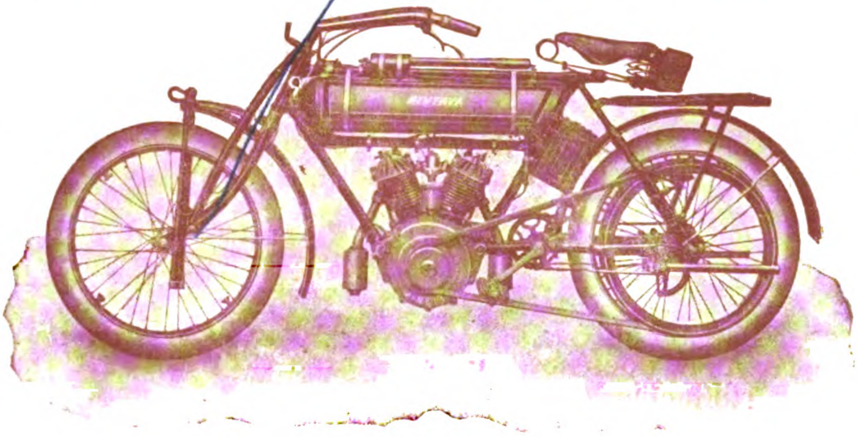

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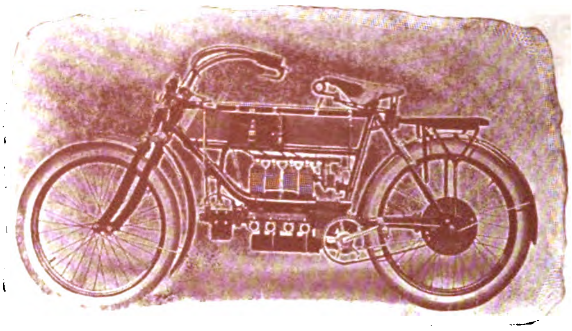

Some people do not know real value when they see it. They think that because the F. N. is the highest priced machine, its upkeep must necessarily be in proportion. And that's where they are mistaken. The four cylinder engine of the F. N. is so accurately balanced, and the machine in general so carefully made, that it is much less liable to get out of order than ordinary motorcycles. The next time you see an F. N. rider ask him whether he ever touched his shaft-drive transmission or looked into his magneto. And then just remember that in ordinary motorcycles the transmission and ignition cause most of the trouble.

"THINK IT OVER"

DEALERS: The F. N. does not compete with any machine you now handle. It appeals to a certain class of customers, and a class you cannot reach unless you sell the BIG FOUR. Had not you better investigate our proposition? We want good agents and we know how to keep them. Write us about

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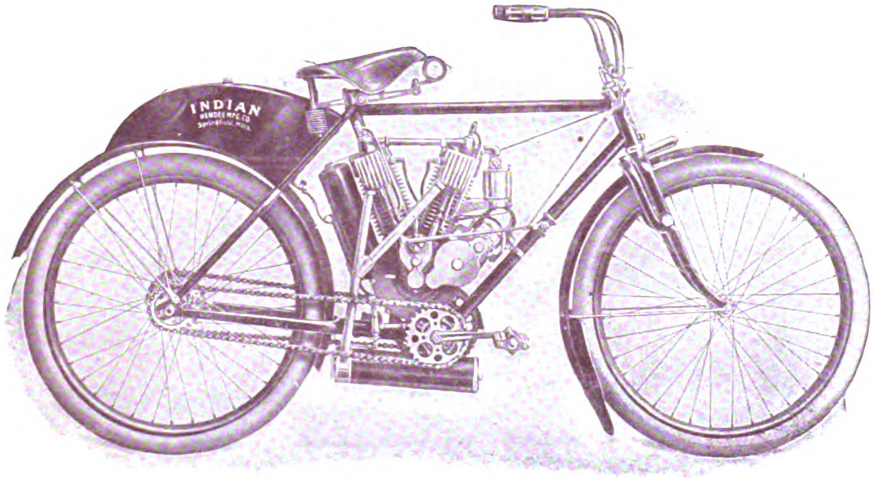
MOTORCYCLE ILLUSTRATED

Vol. III
July 1, 1908
No. 7
MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

A TIME DESTROYER
THE INDIAN
GETS THERE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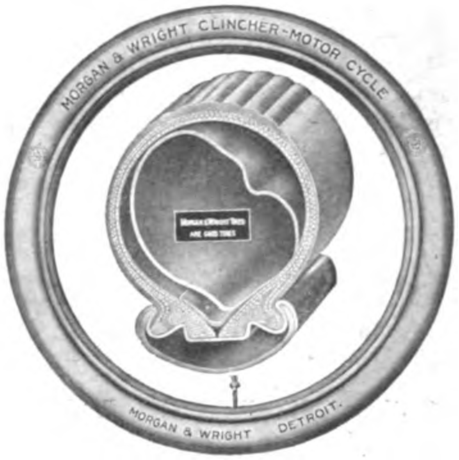

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MOTORCYCLE TIRES

Are Made of Woven Auto Fabric

That fact alone ought to commend them to motorcyclists as superior tires, for it is but a reasonable claim that a motorcycle tire built on the same plan and out of the same material as an auto tire will stand the racket better than one built along the lines of the bicycle tire designed only for light work.

THREE OTHER STRONG POINTS:

Ease of Manipulation

Morgan & Wright Tires are made in the shape they will assume when in use, thus relieving the necessity of shaping them by hand as they are applied.

Puncture Resisting Qualities

The heavy woven fabric used exclusively in Morgan & Wright Tires reduces the danger of punctures to a minimum.

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Woven fabric tires are known to be the only kind on which repairs can be quickly and permanently made.

MORGAN & WRIGHT, DETROIT

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ILLUSTRATED
Vol. III. No. 7 July 1, 1908

PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY

ENDURANCE RUN 1908

FIFTEEN MEN MAKE PERFECT SCORES

Diamond Medals for Perfect Score Plus Five Points for Most Consistent Running

Class A, Private Owners, T. K. Hastings; Class B, Trade Riders, Walter Davidson

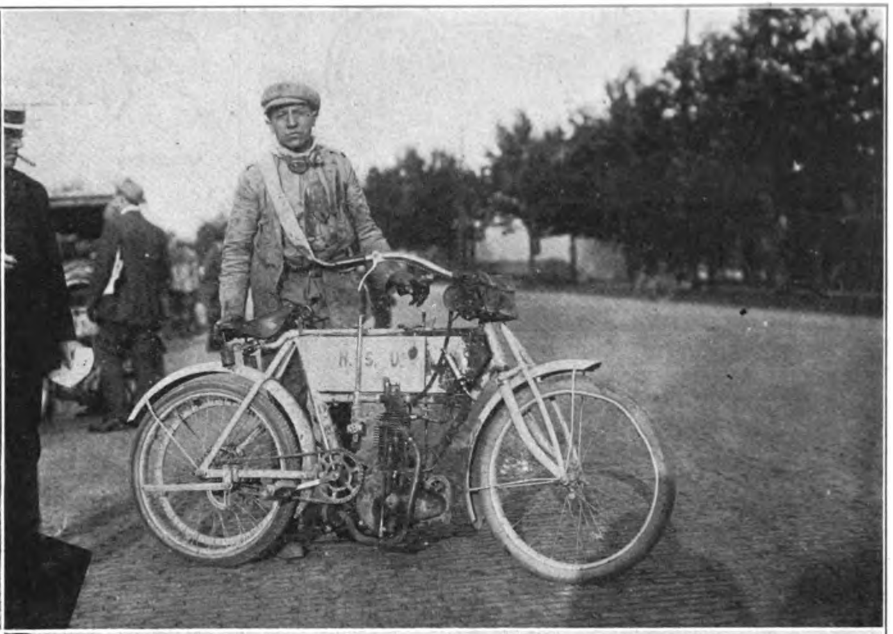
THE Endurance Run of 1908 proved a great success. These runs have been carried out now for several years past and each year the course has been lengthened and stiffened, so to speak. The course this year was from Catskill, N. Y., down the state to Nyack, via ferry to Tarrytown, and then down into New York City, finishing in front of the Hotel Empire. This represented a stretch of 174½ miles. As everyone knows, the upper part of this route is through mountainous country, and the run over this stretch is the most strenuous test of motorcycles which has ever been made. Sixty-three men started from Catskill and forty-six finished. The first man, A. G. Chapple, caught the scorer's eye at the Empire at 6.37, while the forty-sixth man was home by 7.06. Of course, you can readily see what good work was done. Simultaneously with Chapple appeared Schleicher, McLoughlin and Voelker. These four were all mounted on N. S. U.'s. Two minutes later that sturdy rider, A. D. Cook of Hammondsport, N. Y., arrived in sight; he was mounted on a Curtiss. Then came nine Indians, four Merkels, and so on down to the forty-sixth man.

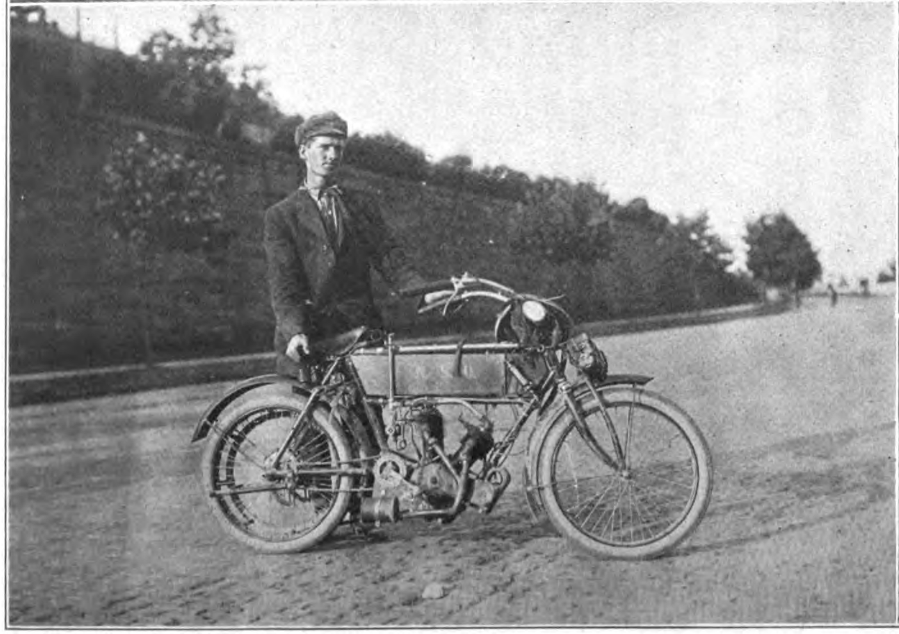
After signing the score sheets the men were piloted over to Brooklyn, to Bushwick avenue, where they stored their machines for the night at Pfleiger's Motorcycle Depot. In the morning, promptly at six, they started on the second day's run. This was a stretch of 180 miles, down the south shore of Long Island to Quogue, thence across to Riverhead, Wading River, Port Jefferson and back home. This made a total journey of 354½ miles. At this writing it is impossible to learn how many started on the second day's journey, but they numbered, probably, about forty. Of these thirty-two finished, which again shows what a splendid record was made. Twenty minutes before six, which was the time fixed for the first man to pass over the finish line, the first bunch arrived in sight. The first three men home were Edward Buffum of Milwaukee, mounted on a Merkel; close behind pressed W. H. Latham of Boston, also on a Merkel, and immediately following came the redoubtable Cook, on his Curtiss. Number 4 proved to be Earle N. Ovington, on his F. N., accompanied by A. C. Chapple of the New York Motorcycle Club, mounted on a N. S. U., and J. A. Schleicher of Mount Vernon, N. Y., on a N. S. U. After a minute's interval 33, 34 and 35 came home together, like old friends just back from an afternoon's spin. They were F. W. Thomas and H. T. Roberts, both of New York City, and Walter Davidson of Milwaukee, all three mounted on Harley-Davidson machines.

And so they came on to the finish up to the thirty-third man. They threw themselves on the green sward until the scorers gave them the signal, and then crossed the finish line. The only sad feature at the finish on the second day was the arrival of William C. Chadeayne of Buffalo, ridin an Auto-Bi. While going through Freeport he turned to speak to a companion and rushed into a milk wagon

Curtiss: Albert D. Cook, Hammondsport, N. Y.

N. S. U.: Fred Voelker, New York City.





N. S. U.: J. A. Schleicher, Mount Vernon, N. Y.

N. S. U.: A. G. Chapple, New York City.

which was standing driverless in the road. He sustained a broken nose and some bad face cuts; but, being a plucky, big-hearted chap, he got himself and his machine patched up and finished the run. Perhaps his motorcycle trip from Buffalo to San Francisco had hardened him, for no tenderfoot could have performed this trick.

At this hour of writing, high noon on Thursday of July 2, no figures have been obtained about the run. As every motorcycle rider knows, an endurance run is a very complicated affair. The men have to pass certain points at a given time, and not before that time. On the run they are subjected to a hill-climbing test and also to a secret brake test. There is a score of 1,000 points, from which various deductions are made. The great honor, of course, is to make a perfect score. To achieve this reflects high credit on both the man and the machine. But, as we say, at this moment, although the contests have been finished for two days no figures have been given out. One of the score sheets is missing. Some idiot has wandered off with it and the chief scorers are hunting all over God's green earth trying to locate him.

Notwithstanding these missing figures, it may be stated that the 1908 Endurance Run was a grand success from every point of view. The number of entries was the largest ever known, and the proportion of men who finished, irrespective of their individual scores, is also the largest ever known. Besides that, it must be remembered that the run was the most strenuous ever made, especially during the first hundred miles. Trade men, riding over the course in automobiles and hovering around the Empire, and watching closely the starts and finishes, assert that the present run has demonstrated beyond a doubt that there has been marvellous advance in motorcycle reliability.

THE RUN IN DETAIL

THE course was laid over a country which afforded a fine admixture of the sweet and the bitter. Happily, the bitter was right at the start—that is, in the Catskill region. On this part of the course there were hills and mountains, and some of the men thought they were in flying machines, as they actually bounded from boulder to boulder. There was, however, one single advantage, and this was that the roads were solid, that is, rocky. On the contrary, the second day's run was laid on rather flattish Long Island, and while the absence of hills was a grateful feature, at the same time there was a maximum of sand in spots, and this made some difficult riding. On Sunday morning all the contestants arrived at the starting point at Catskill, N. Y. Some of them, particularly the Indian riders, had camped on the ground for some days previous, going over the toughest parts of the course. The majority of the riders had been made really fearsome by the reports given out as to the condition of the road from Catskill to Palenville; and indeed all around these two points the roads really were astonishing. In sections there were stretches of four to five miles that bore every appearance of having been mined and turned up by a retreating army. This feature of the run impressed the observer very much, for it afforded proof positive that the United States Army could well afford to equip its engineer corps and scouts with motorcycles. This was, indeed, a test of tests, and no warrior could possibly meet with worse conditions in the strenuous life of war.

But the manner in which the riders, with a few exceptions, negotiated this piece of road was marvellous. To get past this O. K. was to stamp both rider and machine as worthy of high praise. At this point the only accident of the first day's run occurred. Louis Steinhauser of Philadelphia, struck a large boulder, was tossed 15 feet in the air and the machine was entirely wrecked, though Steinhauser himself was but slightly injured.

The negotiation of Hensonville hill should not have been difficult to any rider in the run. Their machines were all equal to the task, but some of the riders who had had their nerves worked up to the breaking point, foolishly resorted to pedalling. The Palenville mountain was indeed a dangerous ride. Be it known that to even walk down this mountain is a dangerous enough task. So one may easily fancy what it was to cycle down. But right here the coaster brakes came into play, and it is a great testimony to their efficiency that not a single coaster brake was put out of commission in this terrific test.

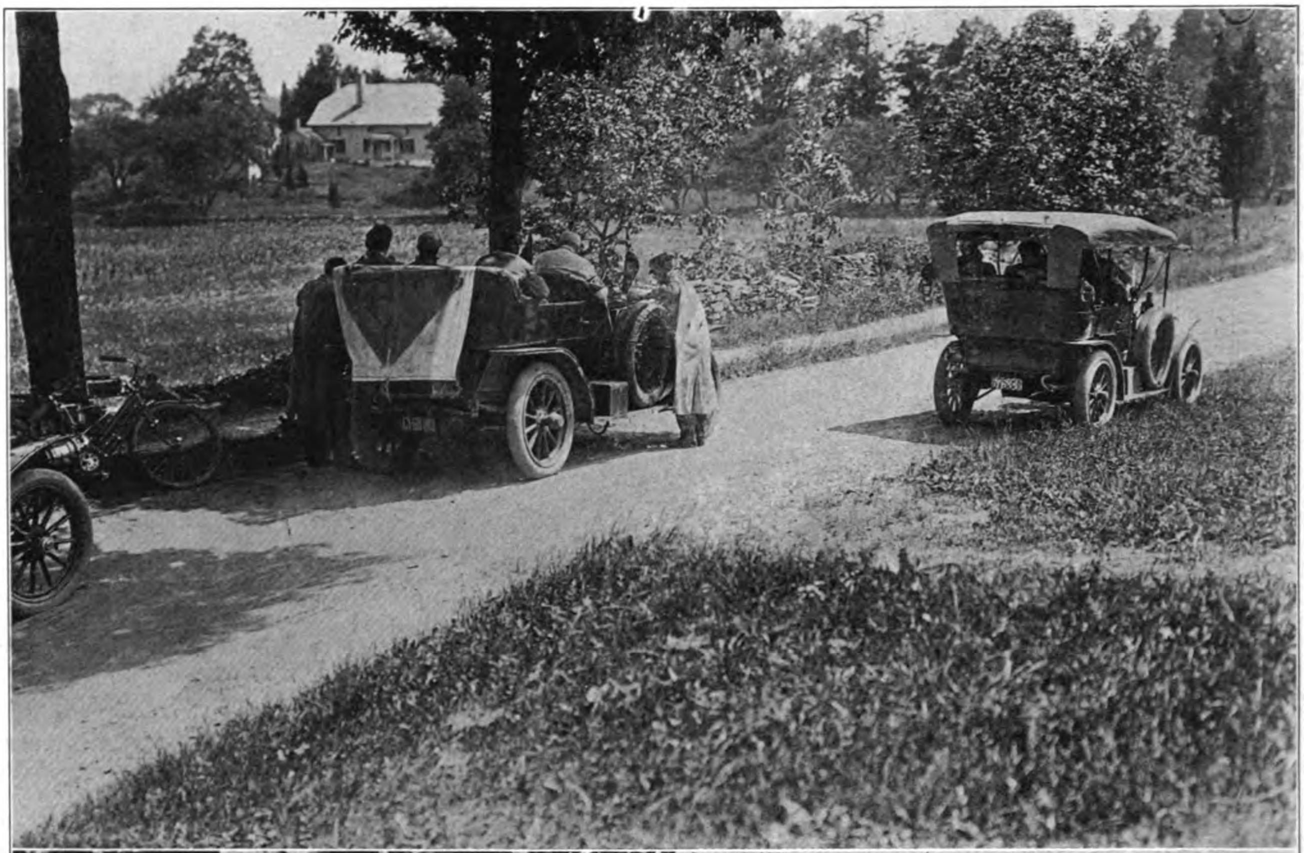
After the riders had gone down Palenville the roads began to show decided improvement. Along this stretch there could be noted here and there a contestant fixing a puncture or making some slight adjustment. At Saugerties, the noble secretary of the F. A. M. was secreted in the bushes and with him was a green flag. Of course, he was there for the purpose of making the secret brake test. As a rider would come up to this point the secretary would wave the green flag, which was the signal for the rider to down brakes and come to a stop. Quite a few contestants succeeded in fulfilling all of the conditions of this test, although some of them failed because they had but one idea ,and that was to get into New York as soon as possible. But after a time some of the country boys got wise to the situation, and in the goodness of their hearts backed down the road a bit and notified each approaching rider that there was danger ahead in the person of Wehman and his green flag. The result was that the secretary had to give it up at this point and try the secret brake test elsewhere.

Coming along this part of the road the redoubtable Billy Wray, known as the "Policeman's Pet," because they always pinch him upon the slightest provocation, was met on the road. He had his machine suspended by the tracing chains to an apple tree and was trying to make it go. As the observer came up it looked like a huge ornament hung on a Christmas tree. Wray was all excitement, and his mechanical ability was fast oozing out of his finger tips. The observer suggested that he look at the carbons on the magneto and tape the wire fast. Wray did this, found it worked fine, and he started off at a speed simply wonderful.

The roads continued good until Clarksville was reached, and then came six miles of the roughest work of the entire day. The men simply leaped from boulder to boulder and were in the air half the time. Yet notwithstanding these conditions this piece was negotiated by every rider in the run with one exception. He had punctured a tire. This was followed by a fall, in which the left crank of his machine was broken. This took all the courage out of him, but, instead of going to a blacksmith and having the crank repaired, he sought a train and had himself and motorcycle carried back to a peaceful town in Connecticut. Up to this point he had a perfect score. After the riders reached Nyack the rest was easy. They crossed the ferry to Tarrytown and made for the Empire.

Entering the city, A. J. Sicard, on a Thor, and Harry Lake, on a 2¼-h.p. Light, were arrested by a policeman. These boys were picked out of a bunch. It seemed rather strange when the officer said: "Youse boys ride for the same firm." The two riders pleaded with the officer to go on with them so they could sign the checking sheets at the night control. But prayer and protest were of no vail.

G & J and Morgan & Wright Emergency Cars.



George M. Hendee Issuing Instructions.

The judge held them in $100 bail. They managed to produce $20, and this was gently taken from them and held as a guarantee for their appearance the following day at 9 a. m. But, of course, on the following day they were off on the second day of the run, did not appear and lost their $20.

Now that the run is over the contestants all agree that it was the toughest ride of its kind ever made in this country. Even the veterans subscribed to this verdict. Of course the strenuous test put on the machines taught the makers something. The fearful strain to which the machines were subjected brought out the weak points, and it is certain that those manufacturers who followed the riders in automobiles, such as Mr. Sherman of the Light Manufacturing and Foundry Company, and Messrs. Hendee and Hedstrom of the Hendee Manufacturing Company, must must have gathered up considerable information which will be of value to them in their future work.

But outside of the mechanical aspects of the affair it is certain that much depends upon the man. What is most needed in a run of this sort is a cool head and plenty of nerve. It was the reckless riders who came to grief—the men who, instead of taking the affair calmly, rushed madly along the course, hoping to gain time for repairs between one control and another, if any were needed. From observation much of the mechanical trouble came from lubricating oils of various kinds. No doubt all these oils are excellent for their purpose when one understands how to use them. But when a rider starts out with a lubricant, exhausts his stock, and then goes ahead and uses several kinds of oil, he is bound to have trouble.

The Indian people followed their riders from start to finsh in an automobile. It carried every possible requirement for emergency cases, and was also filled with all sorts of good things for the inner man. Messrs. Hendee and Hedstrom were in evidence every foot of the way and they nursed their men as tenderly as babes. The Reading Standard also had a man on the job. He went ahead of the run and arranged for gasoline and oil at the various stations. The remainder of the men took pot luck. Three tire manufacturers—the G & J, Empire and the Morgan & Wright people—were out in automobiles with a full supply of equipment and expert repairers. These did noble work and were true benefactors. As a general rule they helped a man out of trouble no matter what sort of a tire he had. At the end of the run some of the riders asked MOTORCYCLE ILLUSTRATED to give a word of thanks to the Empire people; others asked for praise for G & J, and still others for Morgan & Wright. It all depended upon the individual's point of view. No doubt all three of these tire ambulances, with their crew of tire doctors, did noble work throughout.

There were a few riders who entered this contest with the impression that they were going out on a pleasure tour, but they soon found out their mistake. Their machines were all right, but through lack of experience, or perhaps through a bit of nervous hysteria, they "fell down." If each and every contestant would write his experience of this run, and tell of the troubles he had and how he overcame them, it would make a fine piece of work.

The first day's ride left many of the machines in bad condition, and the men also felt the strain. So, when they started on the second day's run some of them did not last very long. They had started out over the beautiful roads of the south shore of Long Island with smiles of peace and contentment. The general verdict was that the second day, as compared to the first, would prove a "cinch." But as the afternoon came on and the sandy stretches loomed into sight those smiles vanished. These sandy roads afforded a great test of skill, and it is noteworthy that so many of the riders survived them. There were five or six riders using the same machine who did not finish. They had very cautiously figured out the gearing for the first day's run so as to make perfect scores on the hill climbs; but their figures failed them on the second day, for the gearing was so low that their motors were completely burned out at the end of the second day's run, and their machines were more fit for the factory repair shop than for anything else. On the contrary, a few of the wise ones, mounted on the same make of machine, came through all right. Quite a few exhaust valves of this make, and of another prominent make, were burned out and broken in the first day's run.

The run proves beyond peradventure that ignition for motorcycles has been given careful attention in the 1908 models. Both the magneto and the battery machines were successful, and there was no trouble. Those who still have the idea that magnetos are troublemakers should forget it, for on this run they were given a severe test and they proved absolutely satisfactory. Not a few machines with magnetos had bad falls on the rocks, yet, in spite of this, they were all right for further business. In fact, there was less electric trouble with the magneto than with the battery machines.

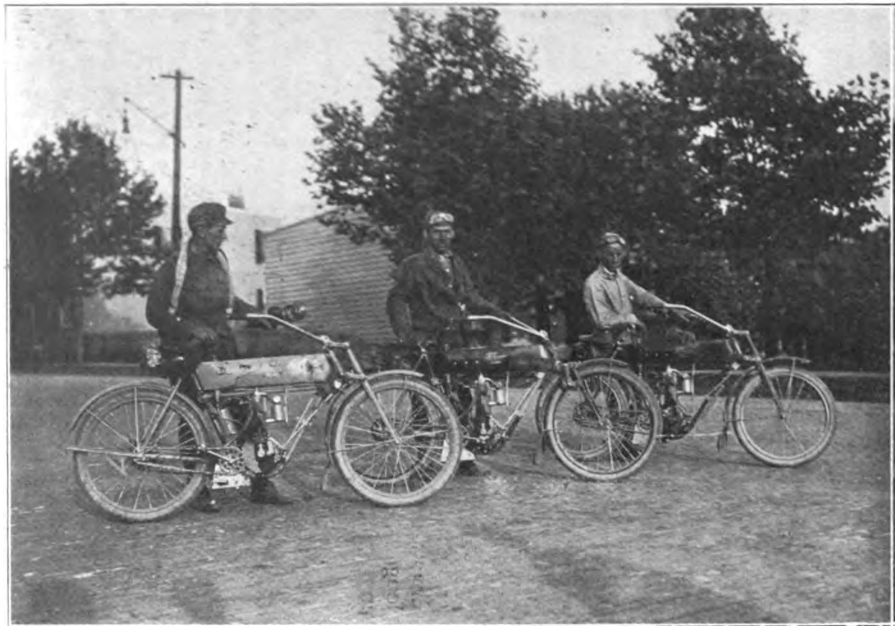
As has been hinted all through this article, the Endurance Run was more of a test of the skill, pluck and strength of the riders than it was of the machines. Not a single motorcycle entered in this run was unfit for the task assigned to it. A fair example of this fact was furnished by William Bewley, on a Reading Standard. In descending a mountain his rear tire was punctured, and as he bounded from rock to rock before coming to a stop, spokes were ripped out and even the strong rear rim was twisted. Here was a problem to scare the most lionhearted. But instead of hunting up a railway station he found a blacksmith and went to work. He shaped up the rim, rebuilt the wheel and made the next control on time. The work Bewley did in a brief time would have kept an average repair man busy half a day.

The tire men expressed themselves as jubilant over the result. Mr. Githens of the G & J Tire Company, with whom this observer rode, said that never before had he realized to what abuse tires are put. He said that not a single tire in the run went to the bad through a blow-out or a broken fabric. It was a case of simon pure punctures throughout. By the bye, too much credit cannot be given to H. G. Roberts of New York, who was the champion nail and tack puller of the contest.

All in all, the run may be summed up as an entire success. Even those who followed in automobiles found it strenuous work. To get an idea of what the machines were put to, remember that a locomotive seldom runs over five hundred miles without undergoing a thorough examination by the engineer to see that all nuts, bolts, etc., are tight, and to find out if the mechanism generally is in good condition. And remember, too, that the locomotive runs on smooth steel rails. And yet these motorcycles were put though a test of over 350 miles, *not* on smooth steel rails, or over a *smooth* macadamized road, but up and down mountains, over rock-strewn paths and pushed through long stretches of sand. The comparison between the locomotive and the motorcycle is all in favor of the latter. Truly the little fellows are wonders!

Great work was done by the tire brigade. The G & J people sent on from Indianapolis Herbert Githens, their general sales manager. With him was one of the factory men, and the way those two put on the tires was wonderful. One would rip off the old tire while the other was getting on the new one, or getting out a tube, if only a tube was needed. Githens would slap it on and the assistant would pump it up and the whole operation would be over in three or four minutes. But even these slight delays were begrudged by the excited riders, and they paced up and down nervously while Githens and his assistant did the trick. But once the task was accomplished, off the rider would tear, and, strange to say, often without a word of thanks. However, this seeming ingratitude was

THOR: HUYCK, DUSELL AND SICARD.



MERKEL: BUFFUM AND LATHAM.

HARLEY-DAVIDSON: WALTER DAVIDSON, ROBERTS AND THOMAS.

EXCELSIOR: LYON, WOODWORTH AND TRUMPHOUR.

all due to the excitement of the occasion. It was only when they could sit down and think it all over that they would say: "Gee, but these G & J folks are corkers," and the same tribute was given to the Empire and the M. & W. people.

Perhaps the most thankful boy to receive a new tire was W. R. Kellum. He wasn't even a contestant, but was riding over the course for experience, and he got it. Along about 4 o'clock he was picked up near Huntington and was in the worse sort of trouble; but he received his new tire and fled away giving the most fervent thanks.

Just outside of Port Jefferson "Doc" Thornley broke an exhaust valve spring and he didn't have another one with him. His usual composure was nil. Every rider or automobile driver who came down the road was hailed by the doctor, who waived both his arms and shouted for help at the top of his voice. It must have taken a long time to get that new spring for "Doc" did not show up in Brooklyn until after everyone else had gone home.

One of the boys who put up an exhibition of high class riding was Russell Smith, the little Indian rider from Scarsdale, N. Y. He hadn't left the starting point on the second day more than ten minutes when he stripped his compensating gear. He had his own troubles in getting another one and it was 10.20 before he was off again for the next control. And then how the lad did go. He swept through town and village, dashed up hills and pushed through sand. In two hours he covered 82 miles to East Quogue.

One of the features of both days' riding, and one which contributed to a large extent in piling up the good scores which some achieved, was the team work among riders of the same machines. There were the Harley-Davidson riders, for instance, and the N. S. U., Thor, the first Indian crew, the Excelsior and the Merkel. Walter Davidson captained his other two riders—Thomas and Roberts—and kept them all riding together. When one suffered a puncture or a mishap the others helped him make repairs if time permitted, and all three then drove into their next control together. If the time was too short to permit of this, two of the riders would go on ahead and check in and then return to their team mate and help him. It was the same with the Merkel outfit—Joe Merkel, Buffum and Turner. Then there was Woodworth, Trumphour and Lyon, the three Chicago riders mounted on 3¼-h.p. Excelsiors, who, under Woody's direction, pursued the same tactics. Baker, Hastings and Stanley Kellogg of the Indian riders kept pretty closely together also. The N. S. U. boys stuck to each other closer than brothers, and it was from the help they derived from each other that enabled them to come through in such good shape. It wasn't necessarily in mechanical or tire troubles that they helped each other on, but in finding road directions and other matters.

ORDER OF FINISH

FIRST DAY

Starter and Place	*Machine*	*Time*
J. F. McLaughlin, New York	N. S. U	6:37
A. G. Chapple, New York City	N. S. U	6:37
J. A. Schleicher, Mt. Vernon, N. Y.	N. S. U	6:37
Fred. Voelker, New York	N. S. U	6:37
A. D. Cook, Hammondsport, N. Y.	Curtiss	6:39
B. A. Swenson, Providence, R. I.	Indian	6:37
F. A. Baker, New York	Indian	6:39
T. K. Hastings, New York	Indian	6:39
Stanley T. Kellogg, Sp'gfield, Mass.	Indian	6:40
Russell Smith, Scarsdale, N. Y.	Indian	6:39
F. E. Wilkinson, Providence, R. I.	Indian	6:39
E. M. Hughes, Louisville, Ky	Indian	7:27
A. J. Ogden, Ashland, Ky	Indian	6:40
Jos. F. Merkel, Milwaukee, Wis.	Merkel	6:42
Edward Buffum, Milwaukee, Wis.	Merkel	6:42
J. A. Turner, Chicago, Ill	Merkel	6:42
W. Harris Latham, Boston, Mass.	Merkel	6:42
H. Lake, Pottstown, Pa	Light	7:02
Earle L. Ovington, New York	F. N	6:43
Wm. H. Robinson, Elmhurst, N. Y.	F. N	6:43
Wm. F. Mann, Yonkers, N. Y	F. N	6:43
John F. Constant, Brooklyn, N. Y.	R-S	6:45
A. Carlton, Alpena, Mich	Curtiss	7:02
A. J. Sicard, Hackensack, N. J	Thor	6:45
F. W. Thomas, New York	H'ley-D'n	7:06
George H. Ruck, New York	Minerva	6:46
Wm. H. Chadeayne, Buffalo, N. Y.	Auto-Bi	6:46
S. B. Pritchard, Buffalo, N. Y	Auto-Bi	6:47
G. C. Cameron, Buffalo, N. Y	Auto-Bi	7:09
E. T. Banes, Philadelphia, Pa	R-S	6:46
Bert S. Barrows, Springfield, Mass.	Indian	6:47
Geo. N. Holden, Springfield, Mass.	Indian	6:47
Shelton Sturges, Shelton, Conn	Indian	6:49
G. A. Tuckey, Springfield, Mass	R-S	7:06
J. S. Seidell, Springfield, Mass	R-S	6:51
Joseph H. Root, Springfield, Mass.	R-S	6:51
George V. Lyons, New York	Wagner	6:46
Charles Ruck, New York	Indian	6:52
J. S. Woodworth, Chicago, Ill	Excelsior	6:50
A. G. Lyon, Chicago, Ill	Excelsior	6:50
N. C. Trumphor, Chicago, Ill	Excelsior	6:50
Fred. Huyck, Chicago, Ill	Thor	6:52
R. W. Du Sell, Aurora, Ill	Thor	6:52
George Mack, Reading, Pa	R-S	6:52
William Bewley, Reading, Pa	R-S	6:52
J. S. Thornley, New York	R-S	7:06

SECOND DAY

Starter and Place	*Machine*	*Time*
B. A. Swenson, Providence	Indian	5;58:00
J. A. Turner, Chicago	Merkel	5:58:30
Fred, Voelker, New York	N. S. U	6:08:15
J. F. McLaughlin	N. S. U	6:08:30
J. A. Schleicher, Mt. Vernon	N. S. U	6:08:30
A. G. Chapple, New York	N. S. U	6:08:45
T. K. Hastings, New York	Indian	6:09:00
F. A. Baker, New York	Indian	6:09:20
Albert D. Cook, Hammondsport	Curtiss	6:09:50
A. J. Ogden, Ashland, Ky	Indian	6:09:20
Edward Buffam, Milwaukee	Merkel	6:11:40
W. H. Latham, Boston	Merkel	6:12:00
Earle Ovington, New York	F. N	6:14:50
A. J. Sicard, Hackensack, N. J	Thor	6:15:35
A. Carlton, Alpena, Mich	Curtiss	6:16:00
Percy Drummond, Newark	Indian	6:16:00
George H. Ruck, New York	Minerva	6:16:30
H. T. Roberts, New York	H'ley D'dson	6:17:00
F. W. Thomas, New York	H'ley D'dson	6:17:00
Walter Davidson, Milwaukee, Wis.	H'ley D'dson	6:17:00
W. C. Chadeayne, Buffalo	Auto-Bi	6:17:00
G. C. Cameron, Buffalo	Auto-Bi	6:17:40
E. T. Banes, Philadelphia, Pa	R-S	6:17:40
Stanley T. Kellogg, Springfield	Indian	6:17:40
George N. Holden, Springfield	Indian	6:20:15
George V. Lyons, New York	Wagner	6:20:30
Charley Ruck, New York	Indian	6:21:00
J. S. Woodworth, Chicago	Excelsior	6:22:00
A. G. Lyon, Chicago	Excelsior	6:23:00
N. C. Trumphour, Chicago	Excelsior	6:23:00
Fred Huyck, Aurora, Ill	Thor	6:23:45
R. W. Dosell, Alberta, Ill	Thor	6:23:45

COMPLETE TABLE OF AWARDS, ETC., ON NEXT PAGE

THE COMPLETE SCORE

No. and Rider	Machine	h. p.	Haines Falls.	Newburg.	Nyack.	New York.	Patchogue	Riverhead.	Brooklyn.	Hill Climb.	Brake Test	Score.
*1. J. F. McLoughlin, New York City	N. S. U.	6	0	0	0	0	0	0	0	0	0	1000
*2. A. G. Chapple, New York City	N. S. U.	6	0	0	0	0	0	0	0	0	0	1000
*3. J. A. Schleicher, Mt. Vernon, N. Y	N. S. U.	5½	0	0	0	0	0	0	0	0	0	1000
4. Fred. Voelker, New York City	N. S. U.	3¾	0	0	0	0	0	0	0	0	5	995
*5. Albert D. Cook, Hammondsport, N. Y	Curtiss	6	0	0	0	0	0	0	0	0	0	1000
6. B. A. Swenson, Providence, R. I	Indian	3½	0	0	0	0	0	0	12	25	0	963
*7. F. A. Baker, New York City	Indian	3½	0	0	0	0	0	0	0	0	0	1000
*8. T. K. Hastings, New York City	Indian	5	0	0	0	0	0	0	0	0	0	1000
9. Stanley T. Kellogg, Springfield, Mass	Indian	5	10	0	0	0	0	0	5	0	0	985
10. W. H. Wray, Jr., New York City	Simplex	3½	2	..	..	..	..	..	..	10	5	
11. W. E. Damoth, Hammondsport, N. Y	Curtiss	3	29	..	..	..	..	..	..	25	..	
12. Russell Smith, Scarsdale, N. Y	Indian	3½	17	0	0	0	98	67	210	0	0	608
14. F. E. Wilkinson, Providence, R. I	Indian	3½	0	0	0	0	..	..	..	25	0	
15. E. M. Hughes. Louisville, Ky	Indian	5	0	0	40	0	0	..	..	0	5	
16. A. J. Ogden, Ashland, Ky	Indian	5	32	48	0	0	0	0	0	50	5	870
17. Joseph F. Merkel, Milwaukee. Wis	Merkel	7	4	0	0	0	..	..	..	0	0	
*18. Edw. Buffum, Milwaukee, Wis	Merkel	3	0	0	0	0	0	0	0	0	0	1000
19. J. A. Turner, Chicago, Ill	Merkel	3	4	0	0	0	0	0	16	0	0	980
*20. W. H. Latham, Boston, Mass	Merkel	3	0	0	0	0	0	0	0	0	0	1000
21. Wm. A. Suddard, Providence, R. I	Light	3	30	30	110	12	0	7	..	25	0	
22. Henry Jarmie, New Haven, Conn	Light	3	7	6	121	..	..	..	..	0	..	
23. C. P. Rudd, Hammonsport, N. Y	Erie	3	27	..	..	..	..	..	..	0	..	
24. H. Lake, Pottstown, Pa	Light	3	8	0	0	14	0	0	72	20	..	886
*25. Earle Ovington, New York City	F. N.	5	0	0	0	0	0	0	0	0	0	1000
27. W. F. Mann, Yonkers, N. Y	F. N.	4½	0	0	0	0	0	63	..	25	5	
28. John N. Constant, Brooklyn, N. Y	R. S.	3	8	0	0	0	16	39	..	0	0	
*29. E. Carlton, Hillsdale, Mich	Curtiss	6	0	0	0	0	0	0	0	0	0	1000
30. A. J. Sicard, Hackensack, N. J	Thor	3	0	0	0	12	0	0	0	10	0	978
31. Percy Drummond, Newark, N. J	Indian	4	22	0	0	0	0	0	0	0	0	978
33. H. T. Roberts, New York City	Harley-Davidson	3½	0	0	63	20	0	0	0	0	0	917
34. F. W. Thomas, New York City	Harley-Davidson	3½	0	0	31	12	0	0	0	0	0	957
*35. Walter Davidson, Milwaukee	Harley-Davidson	3½	0	0	0	0	0	0	0	0	0	1000
36. Geo. H. Ruck, New York City	Minerva	7	0	0	0	0	0	0	0	50	5	945
*37. Wm. C. Chadeayne, Buffalo, N. Y	Auto-Bi	3	0	0	0	0	0	0	0	0	0	1000
39. G. C. Cameron, Buffalo, N. Y	Auto-Bi	3	10	0	49	6	0	0	0	10	0	925
40. E. T. Banes, Philadelphia, Pa	R. S.	3	0	0	0	0	0	0	0	20	5	975
41. Bert S. Barrows, Springfield, Mass	Indian	3½	0	0	0	0	0	..	..	25	5	
*42. Geo. N. Holden, Springfield, Mass	Indian	5	0	0	0	0	0	0	0	0	0	1000
43. W. A. Kothe, Springfield, Mass	Indian	3½	0	88	..	..	..	..	..	0	0	
44. Francis Yewdall, New York City	Bradley	3½	11	14	115	..	..	..	..	25	..	
46. Shelton Sturges, Shelton, Conn	Indian	2¼	18	0	0	0	9	..	..	0	0	
47. Geo. Wilson, Shelton, Conn	Indian	5	18	87	..	..	..	..	..	25	0	
49. Alexander Klein, Philadelphia, Pa	Harley-D'dson	3¼	0	0	..	..	..	..	..	0	..	
50. Archie L. Wemple, Owego, N. Y	Reliance	3	30	..	..	..	..	..	..	25	..	
52. R. B. Lawson, Springfield, Mass	R. S.	3	13	0	..	..	..	..	..	0	5	
53. Geo. A. Tuckey, Springfield, Mass	R. S.	3	0	0	14	12	..	..	..	0	0	
54. J. S. Seidell, Springfield, Mass	R. S.	3	0	0	0	0	..	..	..	0	0	
55. Joseph H. Root, Springfield, Mass	R. S.	3	0	0	0	0	..	..	..	0	0	
56. Geo. V. Lyons, New York City	Wagner	3	0	0	0	0	0	0	0	25	0	975
*57. Charley Ruck. New York City	Indian	2¼	0	0	0	0	0	0	0	0	0	1000
58. J. S. Woodworth, Chicago, Ill	Excelsior	3¼	0	20	0	0	0	0	0	10	0	970
59. A. G. Lyon, Chicago, Ill	Excelsior	3¼	0	7	0	0	0	0	0	0	0	993
60. N. C. Trumpour, Chicago, Ill¼	Excelsior	3	0	11	0	0	0	0	0	25	5	959
61. Fred. Huyck, Aurora, Ill	Thor	3	0	0	0	0	0	0	0	10	..	990
62. R. W. Du Sell, Aurora, Ill	Thor	3	0	0	0	0	0	0	0	20	0	980
*63. Geo. Mack	R. S.	3	0	0	0	0	0	0	0	0	0	1000
64. Wm. Bewley	R. S.	3	8	0	0	0	0	0	0	10	..	982
65. Dr. J. P. Thornley	Indian	..	0	0	0	8	0	0	..	10	0	

*These made perfect scores. Owing to a protest claiming that the course was ten miles too long, above figures cannot be accepted as final.

Where no total is given it indicates that riders did not complete the runs.

F. A. M. MEET ON

FROM July 1 to 4, inclusive, motorcyclists from all over the country will gather in New York to celebrate the Sixth Annual Meet of the Federation of American Motorcyclists. The program laid out for the entertainment of the visitors is a very enticing one. It is not serious at all, but packed with joy from start to finish. A special organization was formed to carry on the meet. It is called the F. A. M. Meet Club and includes in its membership many officers of the F. A. M., a number of prominent New York motorcyclists and quite a few members of the trade. Since their organization some time ago they have done yeoman's work. They have gone down deep into their pockets personally and have also held up the trade with great success. This form of piracy, however, was not very difficult, for the various manufacturers throughout the country and the New York agents realized that this meet will be an important factor in spreading the gospel of motorcycling and they have been very liberal with money and prizes.

The officers of the Meet Club are: R. G. Betts, president; L. H. Guterman, vice-president; David Dessau, treasurer; F. W. Horenburger, secretary. Earle L. Ovington was made chairman of the Committee on Ways and Means, which was a sufficient guarantee that the coin would flow into the strong box of the Meet Club. In the work of holding up private gentlemen for revenue only he was ably assisted by F. A. Baker, Eugene Kicherer, David Dessau, F. B. Widmayer, J. J. Brandenburg and Harold Fletcher. The Entertainment Committee is headed by R. S. Morton, and that on Contests by Roland Douglas. The Program Committee was captained by H. J. Wehman.

R. G. Betts, *Pres.*

The program, a copy of which has been sent to every F. A. M. member in the country, is artistic, unique and clever. Through its brief pages it reflects the spirit of the affair, which is one of good fellowship. It is beautifully printed, and the menu for each day is certainly an extensive one. Here and there it is adorned with some "good things" which seem to very much bear the earmarks of "R. G." The headquarters throughout the entire meet will beat the Hotel Empire, located at Broadway and Sixty-third street, which is at the very gateway of upper Broadway. Farmers will please understand that upper Broadway is our great motorcycling "main street." It is lined with motorcycle depots, and visitors will remember that throughout the entire meet their machines will be stored and taken care of at these depots without cost. Around the Empire will be stationed the members of the Meet Club. Each will wear a purple bow on his coat lapel, and will strive to live up to this royal color by proving himself a good fellow. Throughout the meet the club members will have as their motto:

"We'll do our damnedest; angels can do no more."

When the stranger arrives within the gates of Gotham he will at once make for the Empire, where a purple bow will take him in tow and give him souvenir badges, etc., and one of these badges will entitle him, without cost, to everything that is going. You see, it is the idea of the hosts that no man need put his hand in his pocket while in town except, of course, for personal expenditures. At the Empire "gasoline" will continuously gurgle, and "lubricating oil" will forever flow.

"Dull care? There ain't goin' to be no such thing."

This is the motto of the first day, July 1, which falls on a Wednesday. The doings will start promptly at 8 a. m. with a run to Grant's Tomb, Fort George Hill, and so on. At 12 o'clock there will be a sight-seeing tour of the city in 'rubberneck" coaches; for out-of-town visitors only. At 2 o'clock a run is scheduled around Central Park, and at 4 there will be a run to Van Cortlandt Park. *The night will be spent at Coney Island.*

"And here endeth the first day; but there are other days which have not yet been touched."

Thursday, July 2, is just going to be a hummer. At 8 a. m. there is a run to various parts of Brooklyn, and at 1 p. m. the Grand Run from the Empire and from Coney Island to Roslyn, L. I. At Roslyn, headquarters will be at the Mansion House, "where Marguerite is not the only handsome waitress." At Roslyn there will be large doings, and here

"The man worth while is the man who can smile—
Smile, Dammit, Smile!"

At 3 p. m. there will be a tilting tournament, and at 6 the entire crowd will line up to welcome Timothy L. Coate, the O. P. N. Muflerphiend. At 8, still at Roslyn, there will be a grand round up and muster for the Bing-Bang Smokefest and High Old Time. To this gentle diversion there will be no admittance without an F. A. M. card. The clarion cry for this night runs thusly:

"Laugh and the world laughs with you;
Weep and we'll furnish the sponge—
Smile, Dammit, Smile!"

The following numbers will be rendered:

I.—! ! ! * * * ! * * ! ! ! Oh!
(Gurgle!)
II.—! ! ! ! * * * * * * * * * Ah!
(Gurgle-gurgle!)
III.—! * * * * * ! ! ! * * * * Ooo!
(More gurgles!)
IV.—! ! ! * * ! ! * * * ! ! ! Whew!
(Still more gurgles!)
V.—! ! ! ! ! ! ! ! ! ! ! ! Wow!
(Cracked ice!)

A special twenty-page program giving the name and number of every entrant and containing the full score of the opera will be furnished to all who attend.

During intermissions—and not during them—the original pipes of peace, loaded with the famous Culebra Cut tobacco—imported for the occasion—will be passed around; also Federation cigars grown on the F. A. M. cigar farm at Squantum, L. I. A coupon of pleasure will be given with every puff. The gasoline supplied for purposes of liquidation will be 76 degrees test and of the brand

"Which gurlgles and flows
And tickles the nose
And makes life seem all color de rose."

(There will be no end to the second day; the second day will merge into the third without it.)

* * * * * *

It is the dawn of the third day of the meet, July 3, on a Friday. It is shortly after daybreak. They are still at Roslyn. At 7.30 a. m. is the start of the fifty-mile economy contest. At 1 p. m. the run to Hempstead Harbor. At 1.15 p. m. will be pulled off that extremely solemn function—the annual photograph. After this there will be an Individual Palate-Tickling contest in the grove at Hempstead Harbor. When you see what you like dip it up for yourself, steaming hot. And don't fail to partake of the crocodile fricassee; it's great. At 4 p. m. the boys will get together and return to "Little Old New York." At 7.30 p. m. is the annual election and business meeting of the F. A. M. in Terrace Garden Assembly Room, Lexington avenue and Fifty-eighth street.

L. H. Guterman, *Vice. Pres.*

Saturday will be the Glorious Fourth, and at 11 a. m. the brothers will embark for Paterson, N. J., by rail, so as to avoid $2.00 admission fee which that sanctified state charges all motorcyclists who enter it. At 2 o'clock will be the F. A. M. National Championship Race Meet, to be held at the new Paterson Stadium. Here an F. A. M. card will put you through the gate.

"Oh, steam! Where
is thy victory?
Oh, bird! Where
is thy wing?"

F. W. Horenburger, *Sec.*

Here a special program of events has been outlined and the afternoon will no doubt furnish racing history.

Great speed should be accomplished, and there should be safety, too, for the track was built by those two pastmasters and old timers, Prince and Eck. We shall get some wonderful pictures at this meet. Look for them in our July 15th issue.

One of the toughest propositions the Meet Club had to conquer was this matter of a track on which fast racing could be performed in the near vicinity of New York City. All of the big dirt horse tracks were either engaged or a prohibitive price was asked. Half-mile tracks could have been secured, but they were considered too unsafe. The Paterson Stadium at Paterson, N. J., was finally selected, and it is here that the F. A. M. Amateur Championships at one, five and ten miles will be decided on the 4th.

The track is a new one and has been open for training purposes only about a week. It is claimed to be the fastest saucer in the world, and that it is so banked and constructed that it will hold a speed of a mile in 50 seconds. It measures six laps to the mile, and is 26 feet wide, with a running board measuring 6 feet. The surface consists of 1½ by 2¼-inch strips laid edgewise. The turns are banked to an angle of 48 degrees, decreasing to 25 degrees on the straightaway stretches. A strong guardrail will top the track on the outside.

As Motorcycle Illustrated goes to press on July 1st the boys are already gathering around the Empire. The hotel is admirably situated for the purposes of headquarters. The management has given the F. A. M. a fine parlor on the first floor. It is of ample dimensions, nicely decorated, cool and all that. At the head of the table sits one Fletcher, who meets the boys with their F. A. M. cards and gives them their proper credentials.

Early on the morning of the first day they began coming in, and after getting fixed up they lounged about the hotel. Among those present were many who had taken part in the great endurance run, and these, of course, talked it over to a finish. Hovering about in the corridors of the hotel were members of the trade. Among them Eugene Kicherer, of the N. S. U.; George M. Hendee and Oscar Hedstrom, of the Hendee Mfg. Co.; W. R. Remppis, of the Reading Standard Co.; F. W. Sherman, of the Light Mfg. and Foundry Co.; Walter Davidson, of the Harley-Davidson Co.; H. F. Scott, of the New Departure Mfg. Co.; Mr. Webster, of the Eclipse Mfg. Co., and many others.

David Dessau, *Treas.*

On Thursday night, a party of fifty left in automobiles for Coney Island. As the meet wears on the rooms of the committee at the Empire are taking on life, and the meet promises to be a great success.

A BRIEF HISTORY OF THE F. A. M.

THE Federation of American Motorcyclists is an association of individual riders, and one member's vote is equal to any one other in the election of its officers and in the direction of its affairs. It is a big organization, is constantly increasing its membership, and its aim and scope are wide. It is the one head of the sport that is recognized abroad, and its control of racing in this country is absolute.

The Federation was established on September 7, 1903, at the clubhouse of the old Kings County Wheelmen in Brooklyn, N. Y., being the outcome of a movement toward a broad, national organization, agitated and fostered by the New York Motorcycle Club and the Alpha Motorcycle Club of Brooklyn. Its charter membership closed with a list of seventy names, and to-day its books number some 1,500 riders from all parts of the United States.

Annual business meetings have been held each year, and every succeeding one saw assembled an ever-growing, enthusiastic and liberal-minded band of men, ready and willing to lend a hand in a good cause, and all with heart and soul bound up in the one object—motorcycling.

At last year's meet in Providence, R. I., some 500 members were in attendance, and this year accommodations for the entertainment of many more have been made. Following the organization and election of officers in Brooklyn, the second annual meeting was held in 1904 at Cambridge, Md.; the third at Waltham, Mass. in 1905; the fourth and fifth, respectively, at Rochester, N. Y., in 1906, and Providence, R. I., last year.

The objects of the Federation are to encourage the use of motorcycles and promote the general interests of motorcycling; to ascertain, defend and protect the rights of motorcyclists; to facilitate touring; to assist in the good roads movement, and to advise and assist in the regulation of motorcycle racing and other competitions in which motorcyclists engage. For convenience of government the organization is divided into four districts, styled the Eastern, Southern, Western and Pacific Districts, and for each of these is elected annually a vice-president, who appoints the other officers and manages his district under the general direction of the president of the Federation.

Any rider of good character is eligible to membership and his application can be endorsed by either a member of the Federation or by two reputable citizens of the town of his residence. The membership fee is only one dollar a year and the initiation fee is the same. There are many reasons why the individual rider should join the F. A. M. It furnishes its members a gilt and enamel membership pin, a helping handbook, legal advice if in trouble, road maps, discounts at repair shops, and confers many other favors in the way of rates, etc. It is due also to the good work of the F. A. M. that the legislation favorable to motorcyclists in the several states has been enacted. The association is certain to become a powerful organization.

WESTERN DISTRICT'S PLANS ARE COMPLETED

FOLLOWING close on the heels of the annual meet of the Federation of American Motorcyclists, so close, in fact, that the westerners will hardly have time to catch their breaths, comes the New York-Chicago tour, under the auspices of the Western District of the F. A. M. and under the direct management of Secretary I. F. Alofsin. The run is patterned closely after the 1908 Glidden Tour, the annual road contest of the American Automobile Association, and will start from New York on July 6.

It is officially designated as the First Annual Tour of the Western District of the Federation of American Motorcyclists, and includes a contest for the *Examiner* Trophy. Entrants must be members of the F. A. M., and the competition rules of the Federation will prevail. The run will be a combination of pleasure tour and contest and will afford its entrants an opportunity of visiting and sightseeing in the cities en route. The run as laid out provides for night stops at Albany, Utica, Rochester, Buffalo, Erie, Cleveland, Toledo, Waterloo and South Bend, providing a good ten days of riding that promises to bring out all of the good points of construction and, as well, show up the weak ones.

Eight different makes will be represented, with probable additions, as the Hendee Company, N. S. U. and Ovington will make post entries. Up to date the total number of entries is twenty, composed of six teams and two unattached riders. The teams thus far named are the Excelsior, Thor, Light, Merkel, Springfield (Mass.) Motorcycle Club team and Reading Standard. The individual riders will be George W. Lyon of Chicago, on a Torpedo, and Joseph DeSalvo, of Chicago, on an Armac.

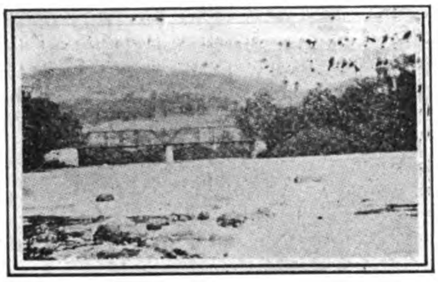
The definite routes for each day are the secret of the tourmaster, who also has in his power the naming of the days on which the economy test and hill climbing contest shall be held. This has been kept an absolute secret to prevent any special attachments of carbureters or changing of gears.

Following is a complete list of the entries to date and the order in which they will start: Excelsior Team—J. S. Woodworth, N. C. Trumpour, Arthur Lyon, all of Chicago. Thor Team—Charles S. Hinckley, Aurora; Fred Huyck, Chicago; William DuSell, Aurora. Light Team—George W. Sherman and Harry Lake, Pottstown; William A. Suddard, Providence. Merkel Team—Ed. Buffum and W. P. White, Milwaukee, Wis.; J. A. Turner, Chicago. Springfield (Mass.) Motorcycle Club Team—Stanley T. Kellogg, Springfield, Mass.; George N. Holden, Springfield, Mass.; Bert S. Borrows, Springfield, Mass. Unattached—George W. Lyon, Chicago, Ill.; Joseph DeSalvo, Chicago. The riders of the Reading Standard team have not yet been nominated.

For the best aggregate score by a club or manufacturer's team of three (3) contestants, as designated before the start of the tour, the *Examiner* Trophy shall be awarded. For the best score by a private owner for a single-cylinder machine, there shall be awarded a gold medal. A silver medal will go to the next best score. For the best score by a private owner of a multiple-cylinder machine, there shall be awarded a gold medal. A silver medal shall go to the next best score. For the best score made by a rider engaged in the trade of a single-cylinder machine there shall be awarded a gold medal. A silver medal shall go to the next best score. For the best score by a rider engaged in the trade of a multiple-cylinder machine shall be awarded a gold medal. A silver medal will be awarded to the next best score. Tricars, sidecars and tandems will be joined in one class, a blue ribbon being awarded to the best score, and a red ribbon to the next best score. For all who complete the tour, unless a winner of some prize, regardless of score, there shall be awarded a bronze medal.

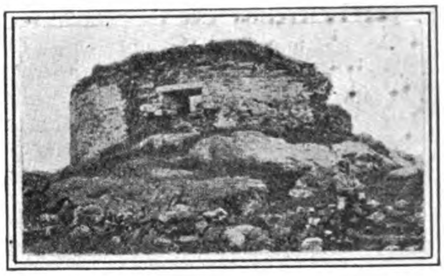
INVADING NEW ENGLAND

A Thousand-Mile Tour, from New York, Far, Far, to Bretton Woods, Then into Maine, After Which, Along the Shore to Boston. Next Comes Springfield, Hartford, Waterbury, a Brief Dip Into York State and So Home. Roads Mostly Good. Busy Towns; Long, Silent Stretches Between the Hills, Deep Reaches into Fertile Valleys, Beach Resorts a-Plenty and Good Hotels Everywhere.



BENNETT'S BRIDGE OVER THE HOUSATONIC

DOWN THE NAUGATUCK VALLEY



"WALBACH TOWER," NEWCASTLE, N. H.

IT is just at this season of the year, when the warm days foretell the still hotter ones to come in midsummer, that motorcyclists are seized with the "wanderlust" and their very hearts long for those boulevard roads running 'tween miles of stately shade trees, straight as an arrow, on and up to the cool mountain tops where an hospitable boniface awaits to anticipate all wants or desires. These are lovely dreams that usually fail to materialize. Still, happy is the man who can so plan his vacation as to spend ten days or a couple of weeks on a pleasure jaunt which, though it may not attain perfection, affords him the many delights and genuine pleasures which he who has been confined to his club rooms and business all winter can best appreciate.

New England beckons and offers many attractions to entice the motorist her way: golden hours of sunshine, sylvan and silent beauties of a moonlight night in the wonderful Berkshires, a tour through the one historical portion of our country which has its famous landmarks so marked that "he who runs may read"; a visit to the "rugged and rock-bound shores" where landed our Pilgrim Fathers, up the "Climb to the Clouds" and over rolling valley roads crossing at nearly every turn some one of the many little winding streams spanned by bridges older than man remembers—these and others, many and various, all help toward making this section so popular with motorists.

The roads are good and at the end of each day's run you can easily arrange to put up at a first class hotel. In the following pages a tour of one thousand miles over the very best routes in New England is given. It can be made in ten days, or, if time is no object, half as many weeks may be spent in exploring the many interesting portions of the country through which the tourist passes.

Leaving New York via the Boston Post road, the many historical and interesting towns along the way are well known. Among them is Greenwich, where may be seen the flight of steps down which General Putnam rode in a gallop in the days of the Revolution. Another Greenwich landmark is the old Congregational Church. Stamford was founded in 1640, and many fine specimens of colonial architecture are still in existence; in contrast, there are many beautiful residences of modern architecture. Norwalk is another old town of historic interest. The Norwalk House, of old time coaching fame, is an excellent stopping place for luncheon. At Stratford, the tourist leaves the shore and turns north toward the Berkshire Hills. The next few miles pass along the banks of the picturesque Housatonic until Shelton is reached; here the river is crossed and one enters the beautiful Naugatuck Valley. The scenic beauty of this valley is unsurpassed on the entire route.

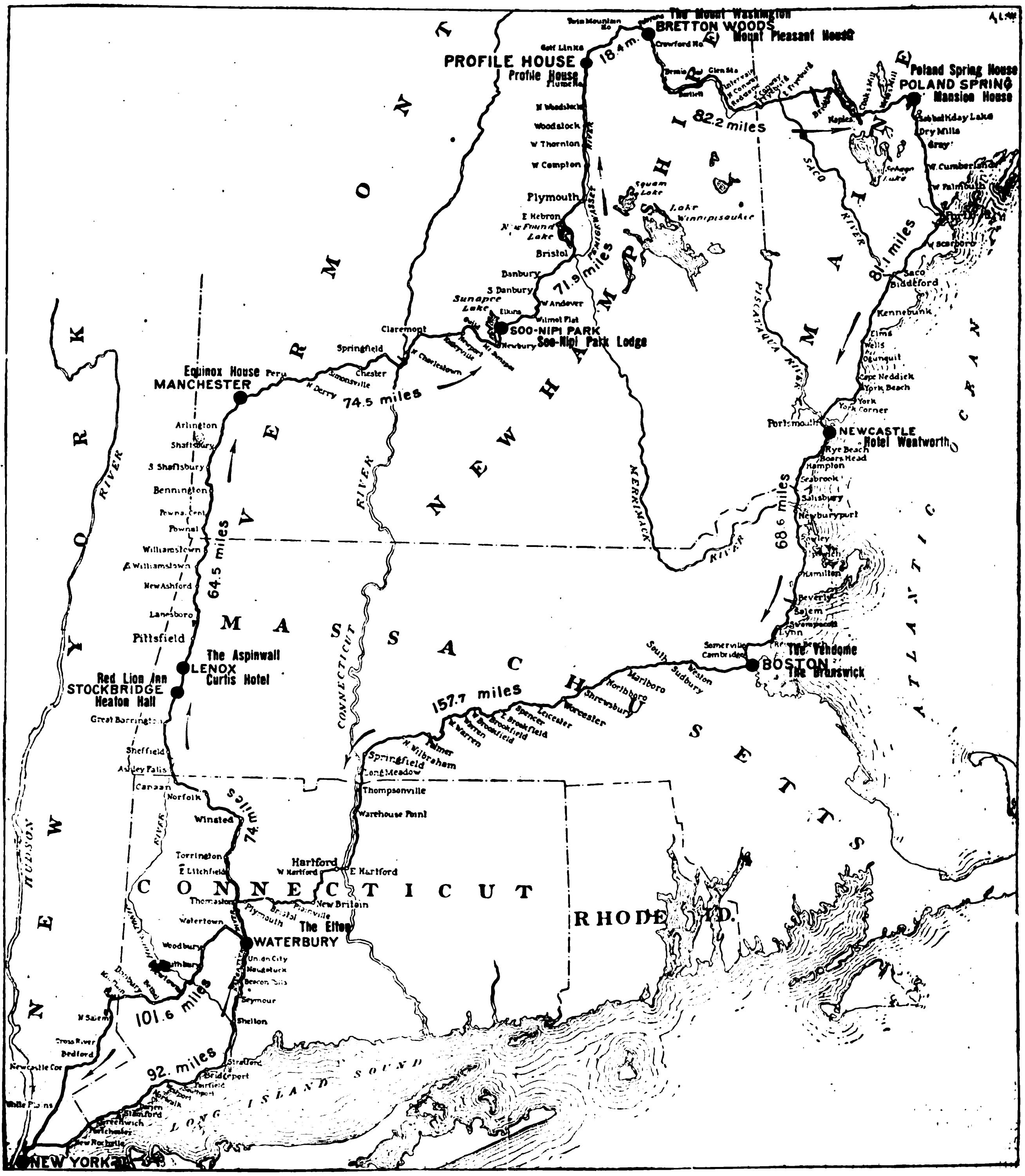
Waterbury, Conn., is the end of the first day's run, and here is located the Elton Hotel, opened in 1905. Waterbury is that rare combination of city beautiful and manufacturing town. Founded in 1677, and known then by the Indian name of Mattatuck, it abounds in colonial and Revolutionary lore, mostly of local fame.

Following the Naugatuck Valley, on the second day, one finds more beautiful scenery, through Thomaston, famous for its clock works, and Litchfield, a town of rare beauty, where the first law school founded in this country was situated, through the rolling Berkshire foothills and fairly among the Berkshires at Norfolk, passing through Canaan and Great Barrington to Stockbridge, where are located Heaton Hall and Red Lion Inn. The tourist, on this day's run, may take his choice of these hotels or continue on to Lenox, where he will find the Aspinwall and the Curtis hotels, both famous the world over. Stockbridge and Lenox are the most beautiful towns in the Berkshire region, and in this section are many splendid estates. They are both places of historical interest. At Stockbridge, the site of an early Indian mission church is marked by a tower. These towns have been famous in times past as the summer homes of many famous literary men, among them, Jonathan Edwards, who was pastor of the Indian mission church, and left there to take up his duties as president of Princeton College. Others who have spent their summers here and written many of their famous works amid these beautiful hills were William Cullen Bryant, Oliver Wendell Holmes, Longfellow and Hawthorne.

The third day the tourist passes on through Pittsfield, Lanesboro and New Ashford, where Mount Greylock towers grandly, a forerunner of White Mountain scenery. Just beyond Greylock is Williamstown and venerable Williams College. At Bennington is the site of the Battle of Bennington, which is suitably marked by a monument. At Manchester, the Equinox House, one of the oldest resort hotels in the country, but modernized and up to date in every way, situated at the foot of Mount Equinox, is the resting place.

On the fourth day, after crossing the Connecticut River at Springfield, Vt., New Hampshire is reached. A point of interest on this day's trip is the country estate of the late John Hay, Secretary of State, at Newbury. Soo-Nipi Park Lodge is a new and most delightful resort house, and the tourist who will spend the night here will be delighted with the beautiful scenery and the good accommodation. Interest is added to this point by nearness of the famous Corbin game preserve.

The fifth day takes one into the White Mountains through the Pemigewassett Valley, which begins at Plymouth. Passing up the valley the Flume House is reached, and it would well repay the tourist to tarry here and journey on foot to visit the Flume, about one mile distant, which is one of the most interesting features of the White Mountains. Going on up through to the Franconia Notch, justly famous for its towering cliffs and magnificent scenery, the Profile House is reached. Within a short distance from the hotel is the "Old Man of the Mountains," one of the natural wonders of the world. In


The Mount Washington
BRETTON WOODS
Mount Pleasant House
Crawford Ho
PROFILE HOUSE
Profile House
Flume Ho
18.4 m.
Poland Spring House
POLAND SPRING
Mansion House
82.2 miles
N Woodstock
Woodstock
W Thornton
W Campton
Plymouth
E Hebron
New Found Lake
Bristol
Danbury
S Danbury
Sunapee Lake
Andover
Elkins
Wilmot Flat
SOO-NIPI PARK
Soo-Nipi Park Lodge
Newbury
71.9 miles
Squam Lake
Lake Winnipiseogee
Claremont
Springfield
Chester
N Charlestown
Equinox House
MANCHESTER
Peru
74.5 miles
Arlington
Shaftsbury
S Shaftsbury
Bennington
Pownal Cent.
Pownal
Williamstown
S Williamstown
New Ashford
Lanesboro
Pittsfield
64.5 miles
The Aspinwall
LENOX
Curtis Hotel
Red Lion Inn
STOCKBRIDGE
Heaton Hall
Great Barrington
Sheffield
Ashley Falls
Canaan
Norfolk
Winsted
74 miles
Torrington
E Litchfield
Thomaston
Watertown
Woodbury
Plymouth
Bristol
Forestville
New Britain
The Elton
WATERBURY
Union City
Naugatuck
Beacon Falls
Seymour
Shelton
Hartford
W Hartford
E Hartford
Warehouse Point
Thompsonville
Long Meadow
Springfield
N Wilbraham
Palmer
Warren
W Brookfield
Brookfield
E Brookfield
Spencer
Leicester
Worcester
Shrewsbury
Northboro
Marlboro
Weston
Sudbury
South Sudbury
Somerville
Cambridge
157.7 miles
BOSTON
The Vendome
The Brunswick
Lynn
Swampscott
Salem
Beverly
Hamilton
Rowley
Newburyport
Salisbury
Seabrook
Hampton
Boars Head
Rye Beach
68.6 miles
NEWCASTLE
Hotel Wentworth
Portsmouth
York Corner
York
York Beach
Cape Neddick
Ogunquit
Wells
Elms
Kennebunk
Biddeford
Saco
Scarboro
Portland
W Falmouth
W Cumberland
Sebago Lake
Gray
Dry Mills
Sabbath Day Lake
Naples
81.1 miles
101.6 miles
92 miles
N Salem
Cross River
Bedford
Newcastle Cor
White Plains
Stratford
Bridgeport
Fairfield
Westport
Norwalk
Darien
Stamford
Greenwich
Port Chester
New Rochelle
NEW YORK
N E W Y O R K
V E R M O N T
N E W H A M P S H I R E
M A I N E
M A S S A C H U S E T T S
C O N N E C T I C U T
R H O D E I D.
A T L A N T I C O C E A N
L O N G I S L A N D S O U N D
HUDSON RIVER
CONNECTICUT RIVER
MERRIMACK RIVER
SACO RIVER
PISCATAQUA RIVER

the opposite direction from the hotel is Echo Lake, one of the prettiest bits of scenery in the mountains and noted for its echo. Also Profile Lake, known as the "Old Man of the Mountains' Mirror."

The sixth day is a short run to Bretton Woods. where, in the heart of the White Mountains, are located the magnificent Mount Washington and the homelike and comfortable Mount Pleasant House. The Tip Top House on Mount Washington and other points of interest are easily accessible from here. These places are famous from a motoring standpoint, as the finishing point of the Glidden Tour and the starting point of the "Climb to the Clouds" of recent years.

The seventh day, or rather the seventh stage of the journey, if the motorist has been exploring the beauties of the various stopping places, takes one down Crawford Notch between Mount Webster and Mount Willey. Leaving the mountains and following the Soco River past Glen Station to North Conway, which is the southern gateway to the mountains, and passing into Maine at Fryeburg, through Bridgton to Naples, some fine scenery along numerous lakes and ponds is enjoyable, as well as the rolling farm and wooded slopes of this part of Maine. At Poland Spring, famous the world over for its remarkable natural spring water, is situated the justly famous Poland Spring House, one of the most delightful resort houses in the country, and the Mansion House, which has been in the possession of the Ricker family for over 100 years. The Maine State Building, used as a library and art building, was the "Maine Building" at the Chicago World's Fair, and was removed by the owners of Poland Spring to its present location, stone by stone. A visit to Poland is not complete without an inspection of the spring and bottling houses, the latter being the finest building in the world used for such purposes.

The eighth stage is through Portland, where the coast is reached. A most beautiful city—the birthplace of Longfellow—where numerous points of interest abound. Following the rugged coast through Kennebunk, York Beach and Wells, well known for their beautiful summer residences, to Kittery, the last town in Maine, one crosses the Piscataqua River to Portsmouth, famous for its navy yard and as a scene of the Russian-Japanese Peace Conference in 1905. Portsmouth has many beautiful old houses of the period of the Revolution. At New Castle, a famous historic town near Portsmouth, is situated the Hotel Wentworth, which will be found a modern and delightfully situated house accommodating 500 hundred guests. This house was much in the public eye in 1905 as the headquarters of the Japanese and Russian Peace Commissioners.

The ninth lap is through Newburyport, Mass., Ipswich and other historical towns, including Salem, the "Witch Town" of early days, to Boston where the tourist will be made comfortable at either the Vendome or the Brunswick, both delightful hotels situated in Back Bay, the residential section of Boston. Several days may be spent here with profit visiting the famous historical places, such as Bunker Hill, Old South Church, Harvard University at Cambridge, Old State House, Kings Chapel, Old Christ Church and many others.

Leaving Boston on the tenth day, various interesting towns and villages are met with. At Sudbury time should be taken to inspect the "Wayside Inn," the Mecca for all lovers of the quaint. One passes through Worcester, Springfield and Hartford, reaching Waterbury via Plymouth.

The eleventh day finds one bound for New York, along the Housatonic River, through Danbury, across the New York State line, striking a portion of the Briarcliff Course and down past historical White Plains to New York City, having completed a thousand miles of the most beautiful and interesting section of this broad country.

There is only one day's hard run outlined—that from Boston to Waterbury. This is over excellent macadam roads, and the 157 miles can be made easily enough if the rider is so inclined. It may be divided in two, however, and a night spent in Springfield. Here The Worthy is the newest hotel, while the old Massasoit House has the quiet comforts that appeal to many.

First Section,

NEW YORK TO WATERBURY, CONN.

New York to Waterbury, Conn., a distance of 92 miles over macadam roads as far as Stratford, the rest good dirt with a few short stretches of macadam.

Columbus Circle. Take Central Park, West, or through Central Park to 110th street, turn west to right, turn into Manhattan avenue to St. Nicholas avenue to 155th street; turn right over Central Bridge to Jerome avenue, to 189th street; turn right into Fordham road, to Pelham Parkway, straight ahead on parkway to the Shore road; turn left, cross Bartow Bridge and continue straight ahead to Echo avenue (end of road).

New Rochelle, 17.6 Miles. Turn left to Main street, with trolleys. Turn right on same and follow direct to

Larchmont, 20.1 Miles (Speed ordinance, caution).—Continue direct to

Mamaroneck, 21.6 Miles. At drinking fountain keep right and cross stone bridge. At end of town take right fork to

Rye, 25 Miles (speed ordinance, caution). Take right fork at flagpole up hill and over railroad bridge and straight ahead, passing under railroad and turning 90 degrees left into Main street.

Portchester, 27.7 Miles (speed ordinance, caution) direct to bridge over Byram River; cross bridge and keep right to

Greenwich, Conn., 30 Miles. Take right fork at Soldiers' Monument and down Put's Hill. Keep to the right and cross bridge. Straight ahead crossing bridge at Mianus and keep right at next fork. Take next left to

Stamford, 35.8 Miles. Turn 90 degrees right over the bridge; follow Main street and East Main street to fork at East Park (bluestone church on left); turn left up hill and near top take right fork through

Noroton; left at next fork to

Darien, 40.2 Miles. Straight ahead under railroad bridge. At fork just beyond Norwalk Hospital keep right down hill to West avenue to

Norwalk, 44.5 Miles. Cross bridge and up a steep grade; at turn left to Westport avenue (white church); turn 90 degrees right to

Westport, 47.8 Miles. Keep straight ahead and at next fork keep to the right and follow trolley through Southport and Fairfield. Pass under railroad and take left fork (Fairfield avenue) to

Bridgeport, 58.3 Miles. Pass under railroad bridge into Stratford avenue, across two bridges. Bear at once left into Connecticut avenue, keeping on macadam road to open square at

Stratford, 62 Miles. Turn 90 degrees left at fountain under railroad arch, following trolleys (except where tracks leave main road). Slow down for small iron bridge with sharp right turn at Pine Rock Park. Then straight ahead, soon winding left to fountain in front of bridge entrance to

Shelton, 72 Miles. Turn 90 degrees right across bridge (Housatonic River), turning sharp right from bridge, one block, to

Derby, 72.5 Miles. Turn 90 degrees left, following trolley to fountain at stone church. Keep straight ahead, leaving car tracks. Continue on main road, turning 90 degrees right across Housatonic River and immediately left into

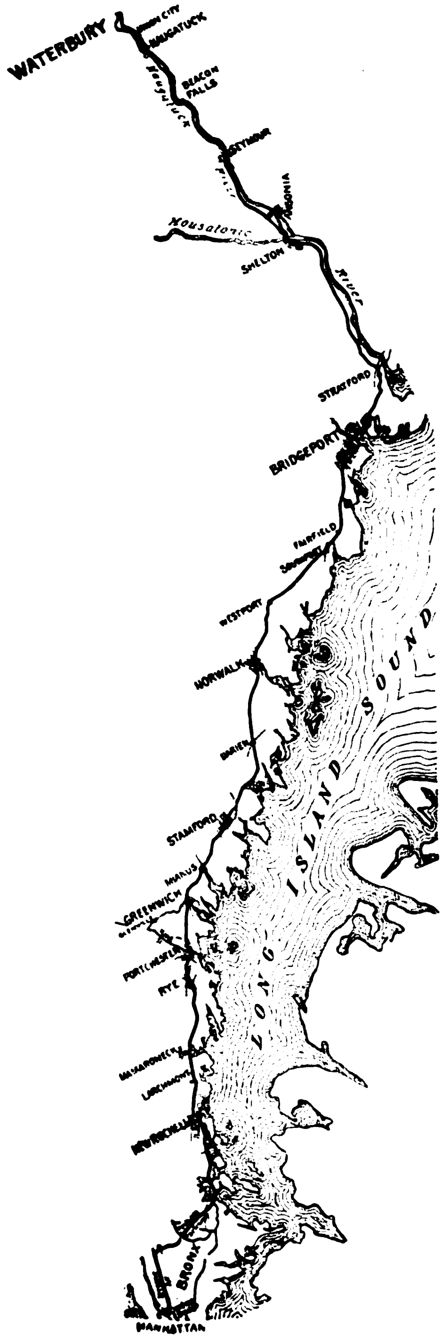
Seymour, 78.5 Miles. Straight ahead through town, pass railroad station to sharp right turn under railroad and at once left over iron bridge. At fork 1 mile out, keep left with trolley direct up valley. Keep left at fork (sign, "Beacon Falls,") into

Beacon Falls, 84 Miles. Pass factories, run under trolley arch, up valley—winding curves—through fork with iron fountain into

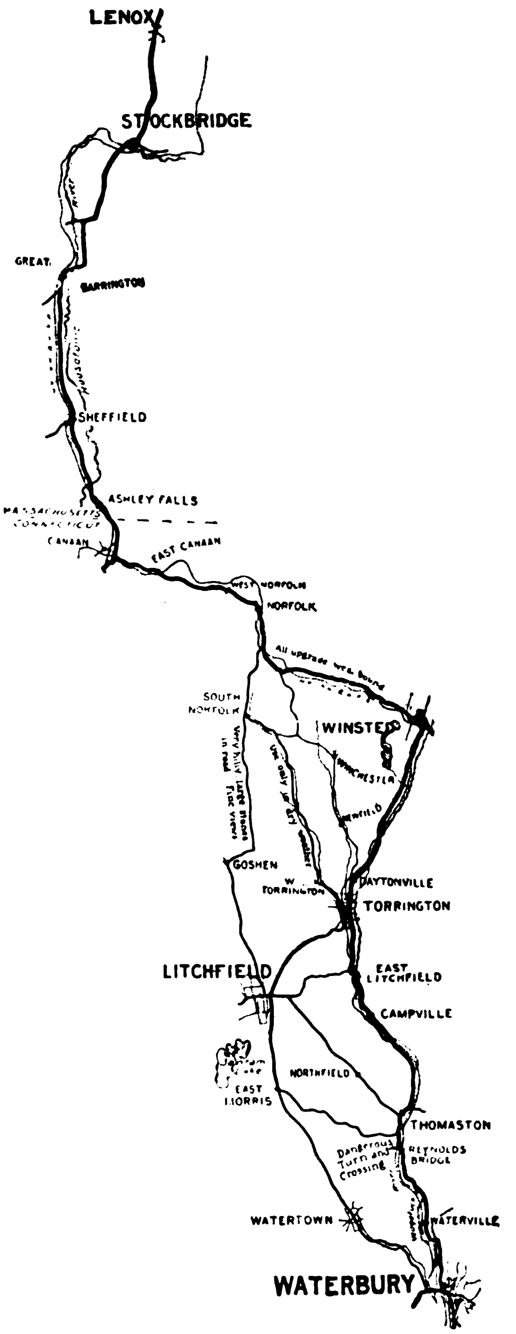
Naugatuck, 87 Miles. Direct on macadam road 1 mile to

Union City, 88 Miles. Straight through town. Where trolley bears left go straight ahead, meeting tracks beyond. Mostly new macadam into South Main street direct to Centre square, to

Waterbury, 92 Miles.


WATERBURY
UNION CITY
NAUGATUCK
Naugatuck
BEACON FALLS
SEYMOUR
River
ANSONIA
Housatonic
SHELTON
River
STRATFORD
BRIDGEPORT
FAIRFIELD
SOUTHPORT
WESTPORT
NORWALK
DARIEN
STAMFORD
MIANUS
GREENWICH
PORTCHESTER
RYE
MAMARONECK
LARCHMONT
NEW ROCHELLE
BRONX
MANHATTAN
LONG ISLAND SOUND

NEW YORK TO WATERBURY, CONN.


LENOX
STOCKBRIDGE
GREAT
BARRINGTON
Housatonic
SHEFFIELD
ASHLEY FALLS
MASSACHUSETTS
CONNECTICUT
CANAAN
EAST CANAAN
WEST NORFOLK
NORFOLK
SOUTH NORFOLK
WINSTED
WINCHESTER
GOSHEN
W. TORRINGTON
DAYTONVILLE
TORRINGTON
LITCHFIELD
EAST LITCHFIELD
CAMPVILLE
EAST MORRIS
NORTHFIELD
THOMASTON
REYNOLDS BRIDGE
Dangerous Turn and Crossing
WATERTOWN
WATERVILLE
WATERBURY

WATERBURY, CONN., TO LENOX, MASS.

Second Section,

WATERBURY, CONN., TO LENOX, MASS.

Waterbury, Conn., to Lenox, Mass., 73.5 Miles.—One-half the distance is good dirt, the rest macadam. A few miles of sand west of Winsted.

Waterbury. Go out West Main street; two blocks from Soldiers' Monument turn 90 degrees right into North Willow street. Two blocks beyond turn left on Johnson street; two blocks further again turn right into Waterville street, Waterville road. Direct, turn under railroad to

Waterville, 3 Miles. Go through to end of trolley and straight ahead up the Naugatuck Valley. Immediately beyond Reynolds Bridge (small) railroad station (on left) turn 90 degrees left over single track at grade, on to

Reynolds Bridge, 7.5 Miles (no town). Leave bridge by sharp right turn across trolley tracks which follow up western side of river. Keep left at old mill, winding but direct road, straight ahead on left side of village park entering

Thomaston, 9.5 Miles. Follow main road through Fluteville hamlet (3); (caution just beyond for very sharp turn across railroad and river); continue up east side through "Notch" narrow road with many curves. Turn 90 degrees left over second white bridge and immediately right to

East Litchfield, 17 Miles. Direct up valley, with general course of railroad, crossing same and meeting trolley, which follow into

Torrington, 20 Miles. Continue through town with trolley, which cross at Daytonville, just above, keeping right with same, winding to Burrville (6). Go under trolley bridge and cross railroad station at Winsted depot; at brick factory with belfry (on left) turn 90 degrees left through

Winsted, 30.5 Miles. Follow trolley through town, keeping left at fork by stone church, and along river through West Winsted. At sign, "Norfolk 9 miles" (do not take wide macadam at right), bear left, up hill, winding along ravine and through woods. Caution for two sharp, dangerous curves under railroad (Colebrook). Direct on narrow, sandy, uphill road. Go through Four Corners and past pond into "Greenwood's Road East" to

Norfolk, 49.5 Miles. At farther end of park keep right down grade, turning left at fork, foot of hill. Thence on main road past East Canaan Station (6¼) over railroad track, entering

Canaan, Conn., 48.5 Miles. Take first right after crossing railroad again, nearly direct north across intertate line and over two small bridges. Keep to right of "Green" to

Ashley Falls, Mass., 51 Miles. Pass marble quarry and cross railroad following same, bearing right from tracks, entering

Sheffield, 54 Miles. Straight ahead through town across iron bridge; at fork, sign "Great Barrington" keep right. Meet trolley, which follow past Fair Grounds (on right) into Main street (macadam) to

Great Barrington, 60 Miles. (Speed ordinance.) Go through with trolley; at iron watering trough turn 90 degrees right across Housatonic River. Follow trolley except where tracks leave main road, to foot of Monument Mt.; keep right up steep hill with short winding curves—more level—into

Stockbridge, 67.5 Miles. Turn 90 degrees right between monument and Red Lion Inn, Main street; at fork just beyond turn left to Episcopal Church (Lenox). Turn left to Monument, to

Lenox, 73.5 Miles.

Third Section,

LENOX, MASS., TO MANCHESTER, VT.

Lenox, Mass., to Manchester, Vt., 64.5 Miles. Macadam to Pittsfield and a short distance beyond, then good dirt road (no sand) all the rest of the way.

Lenox, Mass. Go north on fine macadam direct into

Pittsfield, 6.5 Miles. Go straight ahead past park up North street. At fork take left and follow trolley past Pontoosuc Lake through

Lanesboro, 11.5 Miles. 1½ miles out of village (at blacksmith shop) take left fork and then turn first right (good dirt road, fine views); 4 miles further, at small house (Williamstown sign), turn right and descend long grades to

New Ashford, 18.5 Miles. Keep right, descend narrow winding road carefully to

South Williamstown, 22.5 Miles. Turn right and follow macadam along Green River to

Williamstown, Mass., 27.5 Miles. At end of street turn left past Williams College buildings. At Greylock Hotel turn right down hill to end of road, where turn left. Pass under railroad, and follow same down the Hoosic Valley to

Pownal, Vt., 32.5 Miles. Bear 45 degrees left up steep hill (fine view) on narrow road direct through Pownal Centre to

Bennington, 41.5 Miles. Straight through town. Pass Soldiers' Home on right. Cross railroad and iron bridge. Bear right through covered bridge and immediately turn left. Direct across small red bridge. Turn at once right (sign, "South Shaftsbury 2½ miles,"). Cross dangerous railroad crossing and up steep hill with many waterbreaks. Then good dirt road to

South Shaftsbury, 46 Miles. Direct through Shaftsbury Centre to

Shaftsbury, 51 Miles. Cross railroad. Shortly take left fork, keeping in valley and follow wires through

Arlington, 56.5 Miles. Two miles beyond at grade crossing and signpost, "Manchester," take left fork to

Manchester, 64.5 Miles.

Fourth Section,

MANCHESTER, VT., TO SUNAPEE LAKE.

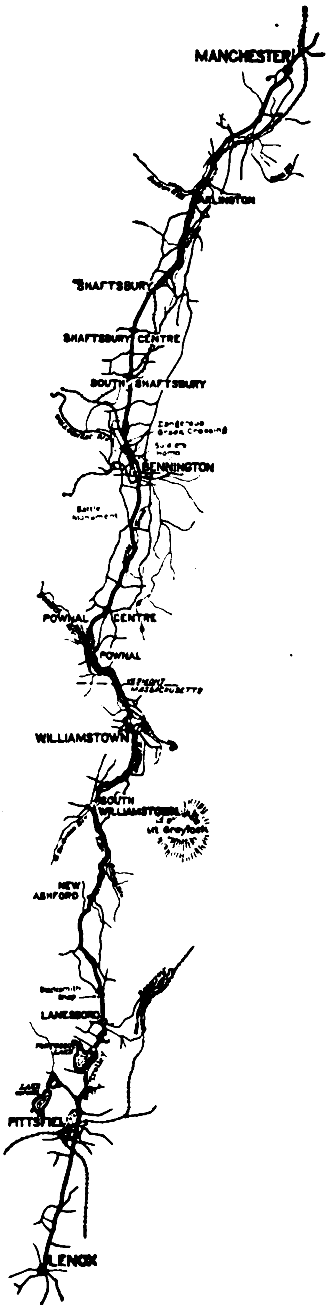
Manchester, Vt., to Sunapee Lake (East Side), N. H., 74.5 Miles. Mostly good dirt roads, two steep hills with many waterbreaks.

Manchester. Leaving the Equinox Hotel go north on Main street one block and take right fork. Just before bridge over creek (1.2) turn sharp right. Cross railroad siding into

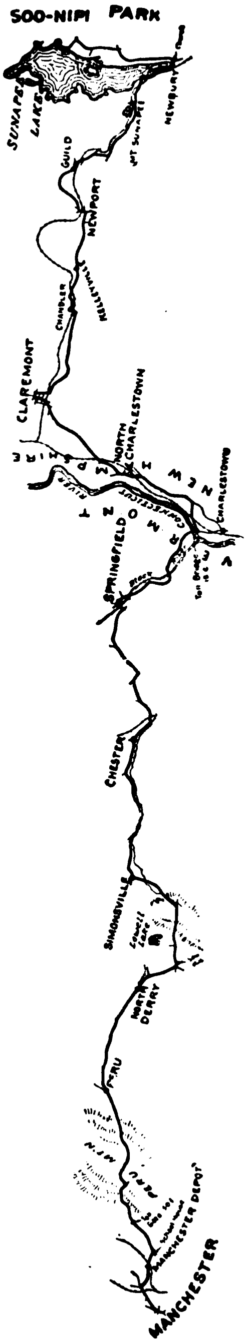
Manchester Depot, 1.8 Miles. Keep straight ahead, crossing railroad at 2.3 miles; up grade to schoolhouse (on right). Turn left and ascend sandy grade, passing through toll gate at 4.9 miles. Direct up over Peru Mountain, sandy in spots with many waterbreaks. Keep left at forks to summit of Mountain (8); plain road, down grade to

Peru, 11 Miles. At centre of village take right fork and follow main traveled road. Cross covered bridge into

North Derby, 15.5 Miles. Straight on through town, cross iron bridge and keep left along the creek. Shortly road bears right up hill. At fork (16.5) take right; on striking valley at 17.7 turn left. Pass road at 18.7 on left



LENOX, MASS., TO MANCHESTER, VT.



MANCHESTER, VT., TO SUNAPEE LAKE.

(sign, "To Lowell's Lake") and ascend steep grade, waterbreaks and sandy. Down grade to

SIMONSVILLE, 22.9 MILES. At brick store (P. O.) bear right, direct on main road to

CHESTER, 29.2 MILES. Just beyond park take right fork, half a mile farther (at drinking fountain) turn left across iron bridge. Shortly beyond cross railroad bridge and pass through covered bridge. Pass through cross roads and keep straight up hill (sandy). Follow main traveled road. Down steep winding hill and cross iron bridge into

SPRINGFIELD, VT., 37.1 MILES. At main street turn right and follow trolley. Cross bridge over Connecticut River (41.3), toll 15 cents, into New Hampshire. Immediately beyond toll house turn sharp left across trolley tracks. Shortly cross railroad, striking macadam road follow same, cross railroad into

NORTH CHARLESTON, N. H., 45.9 MILES. Pass through covered bridge and take right fork up grade, a mile beyond cross railroad and follow macadam road into

CLAREMONT, 51 MILES. At end of street turn right and immediately bear right again into Broad street. At fork take left (Chestnut street). At fork (52.7) take left again and continue direct to Chandlers Mills, where cross railroad twice. Follow river road to

KELLEYVILLE, 57.5 MILES. Turn right. At 59.2 take left fork down steep hill into

NEWPORT, 60 MILES. At end of street turn left, cross railroad and just beyond, at drinking fountain, turn right (Sunapee street), direct to

GUILD, 62.6 MILES. Just out of the village bear right across the railroad and keep main road to left. At 64 miles take right fork (sign, "Goshen 5 miles,"). At end of road (64.6) turn left (sign, "Newbury 5 miles,"), up sandy grade. Pass Mount Sunapee Station at 67.1. Keep along lake front, crossing railroad three times to

NEWBURY, 69.4 MILES. Turn left just before white church and follow lake road. At fork (Soon-Nipi Park Lodge sign) keep left; shortly ascend stiff grade and down to fork. Turn left direct to

SOO-NIPI PARK LODGE.

(Concluded in July 15 Issue.)

PITTSBURGERS ENTHUSE OVER TRACK RACES

WITH a whoop and a hurrah, a grand stand full of spectators and an outfit of as grimy, blackened, but still enthusiastic track racers as ever assembled anywhere, motorcycle racing was introduced to the citizens of Pittsburg, Pa., at the Schenley Park oval on June 6. But Pittsburgh is notorious for its smoke and grime, so there was no kick coming on the spectators' part even if the track was dusty and dry as a bone. The local motorcycle club was afraid to use the sprinkle wagon for fear the turns would be made too slippery to negotiate with safety. Experience is the best teacher, however, and the club promises faithfully to wet the dust down next time early in the morning and roll the track into good shape.

The Pittsburgh Motorcycle Club undertook the race meet some weeks ago, and though not very extensively advertised, over 3,000 spectators turned out to witness the fun, and the club members are so highly elated over their success that they are still talking about what happened.

Racing of the "little fellows" was entirely new to most Pittsburghers, but it "took" well, and the riders were cheered again and again as they circled the oval at topmost speed. They fancied it so well, in fact, that after the races were over scores rushed onto the track to get a good look at the machines, the high-powered ones in particular attracting great attention.

The grand stand was filled and the field was dotted with automobiles, while cyclists from all parts of western Pennsylvania were present to witness the speed events.

C. E. Land, with his Reading-Standard machine, was the only rider to take two firsts. He won the three-mile novice in a field of six starters and captured the second event, the ten-mile handicap, with a start of one minute from a field of nine starters. The scratch machine, Indian, with Stanley T. Kellogg up, did not get a place. In this event William Buhley, who finished third, was awarded the time prize.

There were no serious mishaps. One entry, W. W. Amberson, an East End youth, was used up by a plunge in the one-hour race. He was not seriously hurt. Amberson was taken to his home at No. 1127 St. Clair street. He sustained a gash on the face and was severely bruised. Lysle Gieger, in the third event, nearly met with a similar accident. He righted his machine and when he got round to the starter jumped on another. William Buhley, in the one-hour handicap, fell and lost two laps and then tied for fifth place.

The summaries are as follows:

Three-mile Novice—Won by C. E. Land, 2¾-h.p. R.-S.; second, J. H. White, 2¾-h.p. Indian; third, W. E. Buhl, 2¼-h.p. Triumph. Time, 4.48.

Ten-mile Handicap—Won by C E. Land, 6-h.p. R.-S., handicap one minute; second, L. Gieger, 5-h.p. Indian, handicap one minute; third, Wm. Buhley, 6-h.p. R.-S.; fourth A. G. Schmidt, 5-h.p. Indian, handicap one minute. Time, 14.40 2-5.

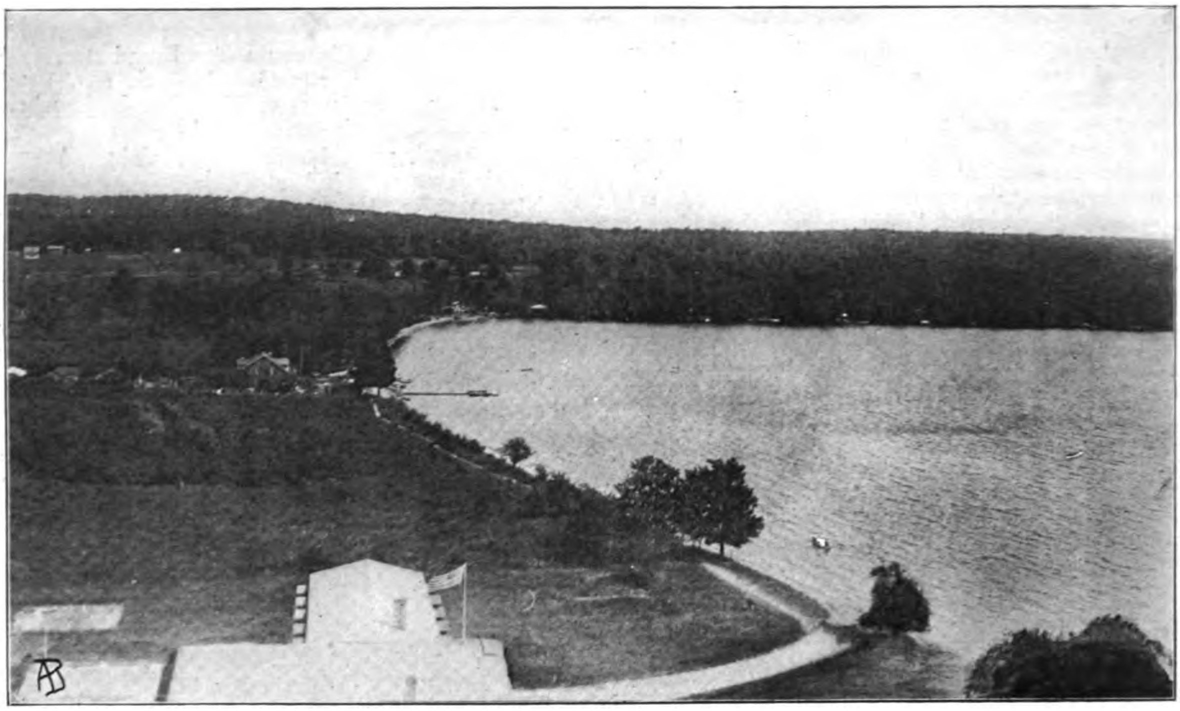
Five-mile Handicap—Won by W. E. Buhl, 2¼-h.p. Triumph, handicap 1.45; second, C. E. Land, 6-h.p. R.-S., handicap 0.25; third, A. G. Schmidt, 5-h.p. Indian, handicap, 0.25. Time, 6.45 1.5.

Five Miles—Won by Russel Giesey, 3½-h.p. Indian; second, D. W. King, 3½-h.p. M. M.; third, Irwin Natcher, 2¼-h.p. Triumph. Time, 8.13 3-5.

One hour Open Handicap—Won by A. G. Schmidt, 5-h.p. Indian, handicap three laps; second, L. Geiger, 5-h.p. Indian, handicap three laps; third, J. H. White, 3½-h.p. Indian, handicap four laps; fourth, C. E. Land, 6-h.p. R.-S., handicap three laps; fifth, tie between Russel Giesey, 3½-h.p. Indian, handicap seven laps, and W. H. Buhley, 5-h.p. R.-S., scratch.

Consolation Race—Won by Irwin Natcher, 2¼-h.p. Triumph; second, Percy Brown, 2¼-h.p. Triumph. No time taken.

UNDER the auspices of the Waltham Autocycle Club a race meet was held in Central Park, Waltham, Mass., on June 17, which resulted in most of the riders taking part being declared professionals by the F. A. M. The meet was run without sanction, and C. A. Libby of Lynn, the professional pacemaker who is under suspension, was allowed to compete. As an outcome the following New Englanders were transferred to the "Pro." class: Guy M. Green, W. A. F. Estes, R. Thomas, T. Blodgett and Lenaert of Waltham, F. Watkins and W. Brewster of Brockton, Charles F. Anderson of West Newton, and T. Messieur of Haverhill, Mass.



NORTH SHORE OF GREEN POND, N. J

AN IDEAL ONE-DAY OUTING

By AL. BARTSCH

THIS run to Green Pond leads into a scenic section of Jersey that is noted for its natural beauty. The road, with the exception of Hackensack and Paterson, passes through no large towns, but runs through the most picturesque and rural country, which will agreeably surprise those who tour to enjoy nature's landscape gardens. If ever there was a short ride which could make you forget all your cares and worriments, this is the one. The roadbed is entirely macadam, rolling and winding, with a hill or two on the side to make things interesting, and level stretches aplenty, where the exhilarating air may be allowed to rush by without the fear of the village constable and his always correct (?) stopwatch.

Cross to Jersey over the Fort Lee ferry, foot of 130th street; take the road to your right on leaving ferry house and continue north on the Shore road to and up Fort Lee Hill, very steep and an S curve. Just before reaching the top, take left fork up short, steep grade into village of Fort Lee; continue straight ahead over Fort Lee and Hackensack turnpike and down hill, crossing trolley tracks to Leonia; crossing railroad tracks (caution) continue straight ahead over meadow road (be careful crossing bridges) up hill and then down, crossing railroad tracks into Bogota. Again crossing railroad tracks Bogota, bear right and continue, crossing bridge and turning sharp right into Bridge street, Hackensack.

Turn right into Main street and continue on brick pavement, crossing railroad and trolley tracks to Van Stone's drug store on right; here turn left on Passaic street and continue straight out about 3 miles to Water Wheel and Dam on Edward Easton's (president, Columbia Phonograph Company) estate. Here turn left over bridge, then bear right, and short distance turn left up grade; continue straight ahead, crossing trolley and follow same, crossing under railroad (be careful, generally muddy) past the North Jersey Golf Club, over Passaic River up grade on brick pavement with beautiful East Side Park to your right—well worth a visit. You are now on Broadway, Paterson. Follow trolley tracks, crossing railroad twice to Main street, the end, and turn right on West street (brick pavement). Then bear left on Hamburg avenue, up hill (asphalt strip on side), leave trolley and continue straight up hill on macadam, then down and over bridge into Haledon.

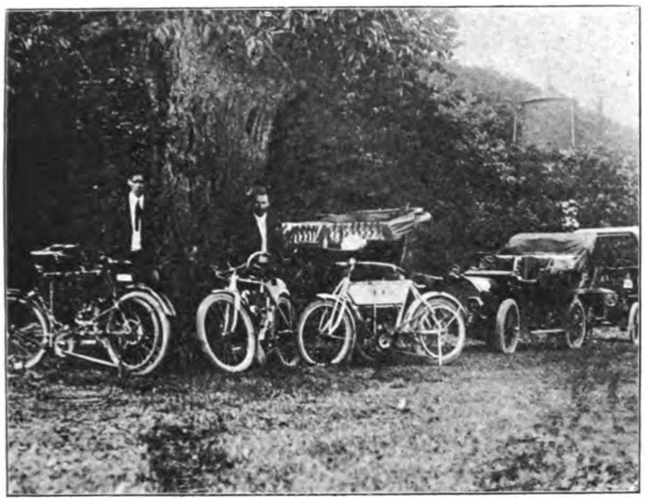
At cross road take right fork up winding hill to Preakness Mountain. A backward glimpse here will reveal a beautiful panorama of the city of Paterson. At the summit take right fork between red rocks, and, ignoring all cross roads continue toward Pompton (be careful going down first hill of deep gutter at foot opposite the Cross Road Hotel). Reaching Pompton Falls, and crossing bridge, notice the broken dam which once held the famous and magnificent Pompton Lakes, now dry. Continue straight ahead about a half mile and take left fork, signpost reading, "Newfoundland 12 miles," through village of Pompton, over railroad tracks (caution) and over Pequannock River and railroad, which you follow through Bloomingdale.

At hotel take right fork, thereby avoiding Butler. A short distance up grade (be careful) take sharp left turn over bridge to Smith Mills, crossing railroad at a tangent, going up grade with railroad bridge on your right over winding road past reservoir, crossing railroad numerous times into and through Charlottesburg to Newfoundland.

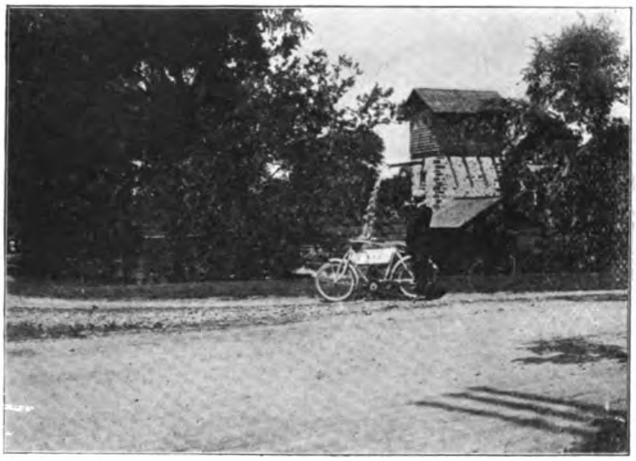
With Brown's Hotel on right (large white structure) take sharp left turn and left fork over railroad tracks. You are now on dirt road and headed for Green Pond. Continue on main road, and after about one mile you can see the Green Pond Hill; get a good start, but be mighty careful of the rocks and the numerous "hog tracks," of which there are thirty-two in number. Continue up hill, and after going about a quarter of a mile on top, watch for the signpost on right marked, "To the Hotel." Turn here to your right and continue about half a mile, rounding to the left, and you find yourself at the back of the hotel; ride around either side and put your machine in "Nature's Garage," under the trees at the front of hotel, and there you are.

Many riders who have accompanied me to this beautiful spot have likened it to the famous Rangeley Lakes, Maine, and well they may. As you stand on the north shore, which is a beautiful, curved, sandy beach, you feast your eyes on the picture of green, thickly wooded hills on your left, two and a half miles of mirror-like crystal water stretching out ahead and a gigantic, almost perpendicular, wall of moss covered conglomerate rock rising upward 200 feet from the water on your right. You now stand 1,048 feet above tide water, and should have attained the appetite which this spot is known to grant the most fastidious. Entering the hotel you may register, wash up and eat your fill for a dollar each. After digesting your dinner you may either indulge in a row down the lake or climb up the mountain, starting from the back of the icehouse, in front of the hotel. If you are a lover of nature you will do well not to miss either.

The return ride may be made exactly the same as coming out or may be varied from Pompton Lakes, the distance being about the same and the roads probably slightly better.



NATURE'S GARAGE



OLD MILL AT ARCOLA

Continue back as far as Pompton Falls, where you crossed the bridge opposite the broken dam, then take left turn at Auto Park (gasoline) continue on winding road to Mill Pond Hotel and church at left. Turn left through Oakland; crossing railroad at station descend grade and turn right at the farm and up grade. Take left turn at top, passing small ice cream store, continue straight ahead, bearing left take right turn at white house, then bearing left take left fork and continue ahead downgrade, crossing railroad at Wyckoff. Bearing left, then turn left into Godwin avenue, past Granite Linen Mills, and at triangle turn left and continue through Midland Park, taking left turn and still on Godwin avenue to Ridgewood avenue. Crossing railroad continue straight ahead through town and about one mile out cross bridge and turn right to Arcola and Hackensack. If you care to make the run different altogether, continue straight out, ignoring all turns, to Oradell, then turn right on Main street, take first left down hill, crossing railroad at New Milford Station, passing waterworks continue to end of street, then right and first left to Dumont. At Old South Church, and after crossing railroad, turn right and then 2 miles further on turn left on Liberty road to Englewood. Up Englewood avenue and three hills, take right road at top and continue straight, running out atop of Fort Lee Hill and home once more. The entire ride either way should be about 80 miles and it is well worth a day's time.

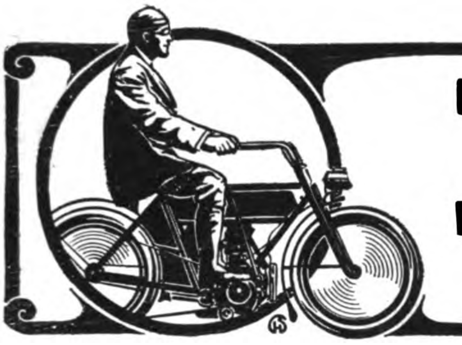
No run through Jersey affords such beautiful scenery or magnificent roads, and no dinner spot affords such pleasure and relaxation or clearer mountain air than Green Pond. You will be surprised that such a delightful spot exists so near New York City.

Two Early Shows Coming

MANUFACTURERS and importers will have an opportunity to exhibit 1909 models at two shows in New York City at the beginning of the new year. Both managements of the rival automobile shows have made concessions to tempt the motorcycle trade in the way of space arrangements, and both will have an entire motorcycle section. Madison Square Garden will house the A. L. A. M. exhibit, which is to run from January 16 to 23. The A. M. C. M. A. exhibit will be known as "The Ninth International Automobile Show," and will run from December 31 to January 8. These dates are a big improvement over those of recent shows, though it will leave the whole current year without an exhibit of any kind. But that will be a blessing. There has been too much show, too much fizz.

F. A. M. and A. C. U. Get Together

A STEP forward toward an ultimate agreement between the F. A. M. and England's governing body, the Auto-Cycle Union, has been the outcome of an exchange of communications between the two associations. Secretary Straight of the A. C. U. states that "the union has no desire at all to ignore any records made in America, provided they bear the hallmark of the F. A. M. That is sufficient guarantee for us, and we shall be only too pleased to recognize the records." And further, that he is "only too anxious that this union shall work in accord with the F. A. M.", which makes it appear probable that an understanding may be reached whereby Americans engaged in the trade may compete in England without jeopardizing their amateur standing at home, which was the point which gave rise to the international correspondence.



TIMELY TOPICS

STRENUOUS RUN ELIMINATES ALL BUT FOUR

LOS ANGELES, Cal., June 1.—Last Saturday morning thirty-nine motorcyclists left the headquarters of the Los Angeles Motorcycle Club for the third annual contest, each hoping, and most of them expecting, to make the coveted perfect score and get back Sunday night on exact schedule. Four of the thirty-eight finished on time with perfect scores. Many of the other contestants showed up at the finish. Some used the railroad to get home.

A few straggled in from time to time, either from points this side of San Diego, where they had stopped Saturday, or long behind time with hard luck stories. Quite a number will not be home until to-day, a few having essayed to come back from San Diego by the inland route to see that part of the country, and the rest having broken machines at isolated spots.

The lucky veterans are Gus Fink, 7-h.p. Peugeot; W. Frink, Wagner; James Leonette, Thor, and E. L. Parmalee, Harley-Davidson. Messrs. Fink and Frink made perfect scores in the four-day endurance run to San Francisco, and on the round trip to San Diego. Mr. Frink is the only member of the club who has made a perfect score in all three of the club's annual endurance runs.

Gus Fink and James Leonette were the first men started Saturday, and made all controls exactly on time, finishing exactly on the minute with military precision.

Long before 4.15 o'clock, the time set for the first men to arrive, according to schedule, quite a crowd had gathered at the club house of the Motorcycle Club on San Pedro and Thirty-first streets.

Control Keeper Kettle of the San Diego control, a member of the club, was early at the club house, having arrived with J. A. Scott, who had abandoned the run at San Diego, they having caught the morning train.

Scott reported that Lyon, of the club, had reached San Diego with his big N. S. U., crippled by a broken belt pulley.

James Leonette, who secured his new Thor two days before the contest, and who stuck to Gus Fink all the 328 miles, was proud of the work and was highly complimented by his club mates. This was his first experience in a contest of any kind.

E. L. Parmalee, who was one of the four with a perfect score, rode a Harley-Davidson, the only one in the long race, and on the home run from the last control at Anaheim got off the road and went around by Fullerton and Whittier, coming to the club house from the opposite direction of the usual finish.

The most spectacular finish was the ride of J. H. Shafer, who in the past endurance runs has taken many falls. He had considerable chain trouble on the run, and from below Oceanside had had no score card, so was guessing at his schedule. From Anaheim he had been without pedaling chain and thus had no control of the coaster brake. Having lost time repairing and helping others he made up time from Norwalk, doing the last seventeen miles in 38 minutes and finishing forty miles an hour. For the last 100 yards he sat on the rear mud guard and slid both feet on the ground to stop, but did not get his machine stopped until half across the asphalt of San Pedro street, ending with a fall.

Fortunately he was not injured. For five miles below Norwalk he had ridden on a soft tire. Unfortunately he arrived just five minutes outside the 10-minute allowance, so could not show a perfect score.

C. W. Anderson, who scored in at the finish on time at 4.29, riding the last six miles on a flat tire and all the last division of twenty-seven miles on a softening tire, lost his perfect score by reaching Oceanside on the down trip 18 minutes late.

Carl Johnson, like Anderson, scored in on time at finish, but could not get a perfect score, as he had lost time at one other control by being delayed by an accident.

G. Baylock met with an accident near San Marcus yesterday, skidding in sand and breaking his front forks and crippling his machine.

Quite a party, after finding they had no chance left to make a perfect score, gave up the run at San Diego, and started back along the interior route.

Probably Scott had the most narrow escape, as he tried to make up time on the long Pensaquitas grade. As he turned one bend too quickly he went over the bank; saving himself he let his Thor slide down to where a pedal stopped it, and then waited for some of the others to help him get the heavy machine onto the road again.

Among the constantly increasing crowd at the finish was Designer Merkel, of the motorcycle which bears his name, who had recently arrived from the east to test a new machine on California roads and hills. With him was Andrew Thompson Wilson, a motorcycle enthusiast from San Francisco.

Saturday evening all those who reached San Diego were entertained by the San Diego Motorcycle Club with a banquet and reception, followed by speechmaking.

The riders of Waterbury, Conn., are being gotten into line by Mr. E. H. Towle, who will endeavor to form a club. Mr. Towle is the Waterbury Indian agent.

English authority is all to the effect that there are 60,000 motorcyclists in Great Britain. One very good authority on the American total places it at 30,000.

KELLOGG MAKES NEW TEN MILE RECORD

SPORT-LOVING Buffalonians were forced to sit up and take notice at the big athletic meet at Kenilworth Park on June 6 by the spectacular record-smashing exhibition ten miles made by Stanley T. Kellogg on one of the new 7-h.p. twin Indians. Kellogg simply took the town by storm, and held his immense audience of 15,000 spellbound while he reeled off mile after mile, every one but the first cutting seconds off the best previous records made by P. J. Q. Derkum last February at Los Angeles.

The motorcycle races were the feature of the meet, a postponed Decoration Day athletic carnival held under the auspices of the Buffalo Athletic Association. The B. A. A. does "big things" always, but this was the best ever. In addition to the exhibition there were two other ten-mile events—one for single-cylinder machines and the other a free-for-all. This latter Kellogg also gathered in without exerting himself to any extent.

With the whole assemblage of athletic devotees chirping their approval, Kellogg made his first attempt at lowering the world's record for ten miles to a point some seconds below an even ten minutes, his avowed purpose in coming to the track.

His first attempt was a failure, inasmuch as he was forced to quit after going six miles. He was whirling along at a terrific rate of speed in the back stretch when the tire on the rear wheel burst.

"If the old thing had burst when I was swinging one of the turns there would have been some fun," commented Kellogg afterward. "I am thankful it blew up when I had my machine straightened out. The moment it exploded I shut down and was safe from going through the fence when I reached the far turn in the track."

When the tire blew up Kellogg was six seconds ahead of the best time for the distance, six miles, on a circular track. But he drove back to the grandstand with a grin on his face. He wasn't long in replacing the worthless tire and announced that he'd drive in the ten-mile open and then go after the ten-mile record again.

Hugging the upper frame of his machine closely he took a long flying start over the tape on the first lap of his second attempt. He clung to the rail with a degree of accuracy that was marvelous. His machine fairly flew over the track when the back stretch was reached. When he raced over the tape at the conclusion of the first mile the timers' faces wore expressions of surprise. Kellogg's machine didn't vary much throughout the ten miles. Every mile was ridden in less than a minute.

When the official time was announced, accompanied with the additional news that Kellogg had broken all records from one to ten miles, a great cheer went up from every mother's son at the beautiful track. Kellogg smiled a happy smile when his friends rushed up to meet him as he rode slowly down the stretch.

"Well, that's good," he said with a ring of joy in his voice when an enthusiastic friend told him the time. "I said I'd travel a mile a minute. I made good, too."

The summaries are:

Ten-mile, for single-cylinder machines—Won by Howard H. Ganson, Indian, 11.00 2-5; F. B. Serles, second; C. Welshofer, third.

Ten-mile free-for-all—Won by S. T. Kellogg, Indian, 11.06 1-5; H. H. Ganson, second; F. B. Serles, third.

Ten miles against time—Flying start, by S. T. Kellogg, Indian 7-h.p. twin.

Miles.	Kellogg's Time.	Former Record.
1	0.56 4-5	0.56 2-5
2	1.54	1.55
3	2.51 1-5	2.52
4	3.48 4-5	3.50 1-5
5	4.47 1-5	4.47 3-5
6	5.46 2-5	5.49 2-5
7	6.45	6.53 2-5
8	7.43 2-5	7.58 2-5
9	8.42	9.02 1-5
10	9.40 2-5	10.02

CHICAGO CLUB HOLDS SUCCESSFUL RUN

SOMEWHAT of a surprise was sprung on Windy City motorists when twelve perfect scores were recorded out of a possible sixteen in the Chicago Motorcycle Club's endurance run on June 6 and 7. Few thought that the machines would be able to cover the 300-mile course in two days without severe penalization. Of the four who did not obtain the coveted perfect mark one ran into a dog near Joliet and was put out of commission, one had a crank pin break and penetrate the cylinder and one other had a swarm of tire troubles the first day which netted him 110 points in penalties, but he finished the second day's run—to Chicago Heights, Crown Point, Valparaiso, Hobart, Hammond and back, with a perfect score.

Three teams—the Excelsior, Harley-Davidson and the Thor—finished with perfect scores. The Excelsior victory was notable for the fact that the men—Woodworth, Meiser and Adams—were running to a schedule set ahead for them which called for twenty miles an hour, and the trio were always together.

The Thor outfit deserves a good deal of credit for its perfect showing. Holck ripped the spokes of his rear wheel out when between Crown Point and Valparaiso, but by careful handling and good riding he managed to get to all of the controls on time and finished with a perfect score. The other two men on the team, L. Galtizki and W. L. DuSell, rode perfectly, despite the fact that they got lost between Chicago and the Heights, going to Highlands instead, thus covering twenty-five additional miles.

H. L. Terry and L. Crolius represented the Harley-Davidson and the pair acquitted themselves nobly, not a black mark being recorded against either one. They maintained an easy pace throughout, kept well together and experienced little tire trouble.

Of the multiple cylinder machines in the run, the twin Indian, ridden by J. S. Tormer, and the double-cylinder Merkel, ridden by J. R. Ball of Milwaukee, both finished without trouble.

The perfect scores were: J. A. Turner, Merkel; J. R. Ball, Merkel; L. Galitzki, Thor; J. De Salvo, Armac; H. Holck, Thor; H. L. Terry, Harley-Davidson; L. Crolius, Harley-Davidson; W. L. DuSell, Thor; J. S. Tormey, Indian; Henry Adams, Excelsior; J. S. Woodworth, Excelsior, and George Meiser, Excelsior.

CLUB NEWS

Springfield's New Club Is Progressive

On February 12, 1908, the City of Homes Motorcycle Club was organized in Springfield, Mass., with twenty-one charter members. It proved to be a success beyond expectation, just what the riders needed to band them together. There are now more than thirty members, riding machines of four different makes. The first official club run was made Sunday, March 22, and they have been continued with increasing popularity every Sunday and holiday up to the present date. The two best runs were on April 19 to Boston, visiting the Chelsea ruins, and returning April 20, and May 30, to Providence for the F. A. M. races, returning on the 31st. Nearly all the boys are members of the F. A. M.

The following is a list of officers and the machine each rides: A. H. Buck president, Marsh-Metz. R. S. Smith, vice-president, Reading Standard. C. D. Hobart, secretary, Reading Standard. R. L. Hartwell, treasurer, Reading Standard. Wm. Tebo, captain, Indian. Frank Arnold, first lieutenant, Marsh-Metz. Harry Lamphear second lieutenant, Reading Standard. H. T. Munsell, standard bearer, Indian. The board of directors is: G. A. Tuckey, R. B. Lawson, Fred Clark. The club rooms are at 14 Taylor Street, and any rider coming into the city is invited to drop in for a visit. If no one is at the rooms, go to 585 Main Street, to Tuckey's.

Pa. Men Made a Three-Day Run

The Hagenbuch Motorcycle Club, of Allentown, Pa., made a three-day run to Scranton, via Wilkesbarre, taking in the hill climb at the latter place recently. The party left Friday afternoon at two o'clock and reached Wilkesbarre at 10.30 p. m. They made the trip by way of Bethlehem, Nazareth, Wind Gap, Ross Common, the Poconos, Bear Creek to Wilkesbarre. There they stayed for the night and took in the hill climbing contest on Saturday morning. In the afternoon they continued their journey to Scranton by way of Pittston. There they stayed until eight o'clock Sunday morning, when they started on the homeward journey by way of Stroudsburg and Saylorsburg. The party arrived home Sunday evening, tired but satisfied that they had enjoyed a pleasant and beneficial trip. In the party were A. N. Lindenmuth, Ed. Hagenbuch, S. Lloyd Kline, Henry Shelly, Charles Weiss, Ed. Landis and Harry Gieger.

Runs, Suppers and Speeches Mingle

A club run and supper at the Shrewsbury Inn were participated in by members of the Worcester, Mass., Motorcycle Club on the evening of June 9. At 8 o'clock twenty-three members of the club sat down to a salad and cold meat supper served by Landlord James E. Ryan, followed by a business meeting, at which the club voted to admit associate and honorary members, the honorary members to be those who have given some special service to the club.

Charles H. Metz, Brockton, who gave a talk on "Motorcycles," at the last meeting of the club in the State Mutual Restaurant, Worcester, will be the first honorary member. The next meeting will be at the summer home of L. J. Vaudreuil at Lake Quinsigamond, July 14.

Members present were: Lincoln Holland, Charles T. Merrill, Herbert F. Davis, Harold F. Thurston, Lincoln Holland, Jr.; Charles E. Hitchcock, E. R. Creamer, L. J. Vaudreuil, T. H. Labarre, Eveleth V. Hill, William L. McGrath, Albert P. Knight, William H. Fannebring, Axel T. Carlson, F. A. Brook, H. L. Long, W. C. Fish, George T. Clark, J. M. Amsden, Ira C. Coombs, E. A. Wentworth, Howard Clark and William A. Woodward.

Club Events Stimulate Trade

Motorcycling in Los Angeles has been greatly stimulated by the club runs and events conducted this spring by the Los Angeles Motorcycle Club. The club is at present the largest in the West and its membership is steadily increasing. The trade in this city has felt the effects of the boom and deliveries are being made by the local agents just as fast as machines can be delivered, with orders ahead to anticipate factory deliveries for many weeks to come. The development of the motorcycle for business purposes is going ahead rapidly, and it is freely predicted that within two years nearly all of the rapid delivery work now done with one-horse vehicles and on bicycles will be done with motorcycles.

A Pasadena groceryman has had made to order two trailers that he uses in connection with motorcycles, and loads of three hundred pounds are easily pulled over any of the hills in that city. At the same time the wheel is available as a single unit in the soliciting of orders and for use in carrying small articles without the trailer.

A Social Club Organized

A purely social motorcycle organization was the outcome of the sumptuous banquet at the University Club, Buffalo, in honor of Stanley T. Kellogg, after his smashing of all ten-mile track records at Kenilworth recently. About fifty Indian riders were present and speeches followed the dinner as a matter of course, the outcome of which was the formation of the Indian Motorcycle Club. Howard Ganson was elected president, Robert Gard vice-president and Fred Hurlburt secretary. It was decided to have no dues or constitution, the intention being to make it purely a social affair, to promote a friendly feeling between motorcyclists and to have country runs twice a month.

Twenty-eight starters participated in the annual spring run, a double century, of the Concourse Motorcycle Club, New York, on June 7 to Savin Rock, Conn., and return. Captain Maurice P. Sullivan was in charge, and the start was made at 6 a. m. from 162d street and Jerome avenue. Choice of a watch with holder or a pocket ammeter was given each contestant finishing within the prescribed time, and all but one of the starters checked in O. K.

MOTORCYCLE ILLUSTRATED

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LEROY COOK - - - - - - - *Editor*
Advertising
L. H. CORNISH WILLIAM R. SHANNON

Just the People

THE very folks who should motorcycle don't. They are the office sort, brainworkers, all sorts of inside men. They fear the noise, the smell, the vibration. They're nervous. Not so sturdy. They're fearsome, too. What they need above all things is tone, just the thing wise motorcycling would give them. This sort should know that there are machines which are not noisy, machines that glide quietly, so that it is almost as the flight of a bird.

Then, too, there are motorcycles which seem to *swirl* along the road with the bumping reduced to the minimum. If some harum-scarum lad, or a maturer man chock full of the joy of being rushes madly by, h——bent for election, why, don't accept that as the fixed type. There are extremes in motorcycling as in all things. And even at that, the broadminded spectator has a bit of sneaking delight in the wild, noisy flight of the coming race.

The fear of vibration—that, too, is a bugaboo. It's more in the eye of the onlooker than anywhere else. Ever see an auto rush madly over the Newark-Jersey turnpike. Such a leaping, and bumping, and swashing about generally. One would say: Candidates for a sanitarium, surely. But in the evening those brave knights and fair dames turn up chipper as what-not at Sherry's, Rector's, et al, and annihilate birds and dry up champagne as if they had sailed all day o'er summer seas.

So, take heart, ye nervous, saturnine ones. Go have a talk with some sensible seller of motorcycles and have him put you on.

School for Novices

ONE of the defects of this issue—we are perfectly frank, you see—is the lack of practical, helpful hints and information for the novice, for the man who is just starting in. The motorcycle is a marvelous bit of mechanism, still in the period of evolution, and that sometimes means trouble. Oftentimes what seems a most unsolvable problem is an A-B-C proposition to half the boys hanging around the motorcycle agencies of the country. Now, what MOTORCYCLE ILLUSTRATED wants, needs, must have and means to get, is a man, a doctor of motorcycles, a man who can be of real service to the novice. The qualifications are absolute knowledge of the subject—not the lore of colleges, but practical acquaintance with those facts which are at the fingers' end of any skilled motorcycle mechanic, be he builder or repairer. Of course, in addition to that our doctor must have the faculty of stating the same in clear and simple language, so that the reader will not be done to the death with technicalities. That's the sort of man MOTORCYCLE ILLUSTRATED wants. Do any of you know him?

Gathering of the Clans

AS Uncle Sam is busy distributing this paper from Portland to Pasadena, the clans are gathering here in our great city to attend the meet of the Federation of American Motorcyclists. On June 28 and 29 there is an endurance run from Catskill to New York and off on Long Island. On July 1 the meet itself properly starts. The program is varied and has been arranged by experts. The F. A. M. Meet Club will have charge of the entire affair. They will receive the stranger at the Hotel Empire and give him credentials which will entitle him to all the good things. The men in charge of the meet have gone at it broadly, generously. There will be no gouging, no overcharging. You will not be held up at every step. It will be the glad hand, truly, with no charge.

An annual convention of this sort, if properly conceived and effectively carried out, is of immeasurable value to motorcycling. Men foregather from all parts of the country, mingle with each other, have one grand time, and all retire to the home place with a stronger faith. Men of Maine shake hands with hardy sons of Ohio and the tall, sunburnt lads of Kansas. All are boys again, brothers for the time being. And their hosts will be made glad. Altogether it's a few ideal pages torn from the prosaic book of life. May the days of the meet be cloudless and the mornings after endurable.

The Sleep Chasers

ON any of these beautiful June mornings, just at peep of day, a barearmed, bareheaded chap rushes madly up Broadway. We mean upper Broadway, an avenue of homes, and pretty fine homes, too. He's a likely looking enough young chap and "mechanic" is branded all over him. If we had to hire a skilled man, a man with both brain and hands, we'd hire him.

As he flies north it's just a shade past 5 o'clock. In those scores upon scores of apartments people are still abed. And yet this demoniac rushes madly by, muffler wide open. The effect is simply terrific. Pity the poor wretches in those miles of apartment houses, most of them really decent people, many, very many of them too weak to be mechanics. They're only *brain* workers. It's hard, very hard, for thousands of them to go to sleep, let alone *stay* asleep. And yet this highly wrought class are the ones who build enterprises, who originate, who *find* the payrolls and who *pay* the mechanics.

Good, strong, dashing, effective men; rushing to the task eagerly, early, hast thou no pity, no mufflers?

GEORGE M. HENDEE, who is a very believable man, as he always was, says: "One of the gratifying features of our business is the tone of general satisfaction which is expressed over our product." That's noteworthy. Not merely *a* gratifying feature, but the *most* gratifying. General satisfaction! Umph! That's at the bottom of all expansion.

THE BASIC NOTE

THE publisher throws his paper out into the void and says: "It's the best I can do *just now.*" Then he waits and wonders. Then, in a day or two, along comes a pure gold letter like this, from a stranger, too: "Dear Friend—Enclosed is a subscription for Mr. William Rathbone, of Randolph, N. Y. That sample copy you sent me won this subscription and another one which I will send anon. The new cover design is a dandy. Wishing you success, etc.,

Horace H. Crow,
Chamberlain Military Institute,
Randolph, N. Y.

That's the Basic Note of Success

THE LOVE OF THE READER

Rescue the Perishing

READ the experiences of J. M. B. in this issue. They are practical, helpful, to the point. The problems solved and told by J. M. B. will help others. Have you had troubles, and have you conquered them; and if so, how? Will you please tell others. On a recent Sunday—this is a fact—a practical, know-how, goodhearted motorcyclist of Gotham met a stranded brother on a sandy, country road. No, it was not in New Jersey. The chap was blue in the face from heat, anger and profanity. He would lug, push or cart the darned old thing home and never, no, never again would he ride. The knowing New Yorker put him right in a jiffy and they both rode off smiling together. Yes, we have all sorts of space for the J. M. B. kind of stuff.

Kind Words are Coronets

WE inject into this issue, somewhat timorously, a nosegay of testimonials, stripped to the bone for brevity. They are published solely to inspire confidence in the cautious stranger. The cautious stranger is of two kinds—the probable subscriber and the probable advertiser. It is to hearten up these that we publish the collection, though we blush in the act. The testimonials are, some from strangers, some from friends. Some praise the publisher, others the paper. At any rate the sum and substance of the whole thing is that, in sporting parlance, the subscriber and advertiser may fairly expect a good run for their money. And now, no more forever will any personal note be sounded in these pages. Not promise but performance must play the star part in the future.

A Typical Case

HE rode the ordinary bicycle for eighteen years; was, in fact, one of the old brigade; by name, George Barnes, of the fine town of Greenwich, Conn. But early in May he bought a Marsh-Metz, and oh! such great sport as he has had. In the Grand Central Depot he picked up a copy of Motorcycle Illustrated, dropped in and subscribed, of course. He is genial. He said: "No more pedaling for me. I've had lots of fun with my M.-M., and, believe me, no trouble at all. I've been going round and about everywhere through our lovely country. The other day I ran from Hempstead, which is on Long Island, to my home in Greenwich in two hours and four minutes. It shades nearly fifty miles and then one has to creep through New York, too."

On Friday, July 31, Mr. Barnes will leave Greenwich for a trip to Boston, stopping at Hartford, and making the Hub on Sunday night. He goes to attend the grand annual gathering of the Knights of Pythias, who are expected to foregather there 30,000 strong. If any gentleman, who is also a good fellow, wants to join in, Mr. Barnes would not object. By the by, there are only about a dozen of the clan at Greenwich. It seems they are rather of a tenderfoot breed down that way. The Greenwich agent is Minchen, the garage man. He handles the Indian and the M.-M.

Correspondents Wanted

AFTER we get going strong, which will probably be some time yet, Motorcycle Illustrated will be edited on as broad lines as possible. We want light, fluffy, chatty stuff. We want all sorts of good pictures. By good we mean interesting. We want much touring matter. Nothing is more interesting than the story of a tour, especially if there be some rough-house work thrown in. If these are especially well written we shall be glad to pay for them. We also want heavy technical stuff. We wish to mirror the story of motorcycle evolution, whether it concerns the entire machine or merely a part of it. We want all such matter as is indicated above. We hope our friends will favor us. In any event this paper will never aim to be formal or over-dignified; on the contrary, it will strive to be simple, personal and intimate.

An Ideal Tour

INVADE New England some time. See maps and instructions in this issue. They cover 1,000 miles. New England is all hill, and valley, and stream. Rugged New England—so well named, so full of quiet, still life. The characteristic of New England scenery is that it is *moral.* No wonder Emerson and Whittier grew there. Do it some time. Give over the inanities of the popular resort by shore or in mountain. Take a friend or two and make the journey outlined. It will sweep the cobwebs out of your headpiece. New England is old, quiet, hard and sweet. It's like a wise old man. Emerson's sentient face typifies the austere beauty of this country.

A Word to the Wise

FIVE days in jail and a fine of $10 was the sentence given by Judge Mathewson, New Haven, Conn., to Israel Schwartz, arrested June 7 for speeding a motorcycle in Orange street. Patrolman Tiernan, the bicycle cop, declared that he had timed Schwartz and that his speed averaged fully thirty miles an hour directly through the center of the city. Schwartz protested that it was much lower, and when the jail term was given he took an appeal to the higher courts.

LEST YE FORGET

All that has been done for motorcycling in America has been done by the Federation of American Motorcyclists. The motorcyclists of America owe it a debt that all possessed of the proper spirit should be glad to partly repay by enrolling themselves in its ranks. Its interests are their interests, and it is working for them all the while.

QUESTIONS & ANSWERS

"Ananias Club" Needs Smith

Editor MOTORCYCLE ILLUSTRATED:—The letter of "Veteran Verick," regarding the time made by Wm. E. Smith from Baltimore to New York, as described in his letter in the ebruary issue, was certainly to the point. This "Indian," so-called, was really an old machine rebuilt, with an Indian name plate, had no grip control, no yielding sprocket and had only cheap bicycle tires. It was raffled off only because no one would buy it. In view of these facts, it is evident that Mr. Smith is trying a joke on MOTORCYCLE's readers.

However, there should be a special branch of the "Ananias Club" for some motorcyclists, for their yarns beat fish stories all hollow.

As I have been motorcycling for four years, and now have my second machine, perhaps some of my experiences may be of use to some of the newer riders.

I first had a popular countershaft chain-drive machine, with a tadpole-tail tank, and I had all kinds of trouble with chains breaking and tank leaking, etc., but these faults are obviated in later machines of the same make. I now have an Armac, which has some very good points, namely, position of engine, tank, use of standard dry cells, two-post handle-bar, and the fact that the cylinder, with valves, may be removed without disturbing the crank case on the frame.

Recently, when about thirty miles from home ,just after a hot run, I heard an unusual noise in the engine and found it very stiff to turn. I then had a horrible vision of pedaling to the nearest railroad station. However, not discouraged, I went behind the nearest barn, took the cylinder off, and fixed the trouble before the engine was cold. The trouble was caused by one of the little ends of a square lap-jointed piston ring breaking off and slipping under the other part of the ring, making it very tight in the cylinder. After putting cylinder on, I arrived at my destination, ten miles further on, only twenty minutes behind my companion, who did not stop.

Another trouble was with the wrist pin set screw, which would not stay in place. The wrist pin on this machine is fast in the end of the connecting rod, and turns in bosses in the piston. To prevent the screw from dropping out, as it did twice, I drilled two small holes in the web of the connecting rod at the top, and a hole through each side of the head of the set screw. After screwing the screw in hard I put a piece of stiff wire through the most convenient hole in the set screw, and put one end in one hole in the rod and the other end in the other, clinching them over. The screw would still work loose, but it could not drop out. Then I had a new pin made, a good driving fit in the rod, and the screw has not come loose since.

In this motor the circuit breaker cam is above the contact points, and oil would run down the blade to the points, causing misfiring. This was easily overcome by soldering a strip of tin about ⅛ inch high across the blade, between the cam and the contact points, causing the oil to run off the sides instead of on the points. I have never stopped on the road to clean contact points since.

A fault with this machine is that the lower end of the cylinder is entirely open to the crank case, causing the cylinder to get too much oil, so that in two or three hundred miles the piston and cylinder head had enough carbon to interfere with good running. I put a sheet metal baffle plate inside the crank case, and this permits the use of enough oil in the crank case to lubricate all bearings without excess in the cylinder.

The muffler on my machine gives considerable back pressure and a cutout on the short union tube between the cylinder and the lower or curved frame tube, is a great help on stiff hills.

I am now using a Curtiss belt, which is a fine transmission and gives no trouble.

I have used both belt and chain, and the belt I have now is the best thing I have struck, although the roller chain is a great improvement over the chain I had. The belt is the most agreeable to ride on, by far.

I have also had considerable experience with a 1¾-h.p. Metz, Thor engine, direct chain drive. The original chain, an ordinary ¼-1¼-inch pitch, would lash around violently, jump the large sprocket, break, and give all kinds of trouble. A heavy ⅜-1 inch pitch Baldwin detachable chain cured all the trouble. It runs smoothly without the lashing of the light chain and is very durable. This chain will not go on the five-tooth engine sprocket, but works well with a six and forty-tooth combination.

Hoping the above hints may be of some use to those having similar troubles, I am,

Yours truly,
J. M. B.

Again The Perfect Machine

I SAW in your May issue Mr. L. Fountain's specifications of a perfect motorcycle. Kindly allow me space to give my ideas on same and I hope others will also do so.

Single-cylinder 3-h.p.; motor, Thor or Indian; carbureter, Hedstrom; control, Indian double grip; muffler, Indian or Thor; frame 22-inch with tank part of frame as Armac; fork, two-post, as Armac, with cushion or springs; wheels, 28 in.; wheel base 54 in. to 56 in.; tires, 2½ in. by 28 in., with Bailey tread; transmission, V belt, endless with idler and two-speed pulley with gear ratios of four and eight to one; brake, Morrow coaster or Corbin; saddle, Persons; ignition, battery in tube as in Armac; coil, Splitdorf; loop frame with exhaust independent from frame.

Very truly yours,
J. E. BATES, F. A. M. 733.

Spirit Lake, Idaho.

Try Either Agent

Editor MOTORCYCLE: Will you kindly let me know through your paper the names of any dealers who sell Indians (new or second hand) on instalments? Thanking you in advance, I am, very truly,

JERSEY CITY READER.

We think you can make satisfactory arrangements with either the Hudson County Auto Company, who are selling agents for the Indian in Jersey City, or with F. A. Baker & Co., 37 Warren street, New York City.

Wants the Best

Henry Tholen, of Victoria, Kan., writes: "Please let me know what you think is the best motorcycle I can buy for country use, regardless of price." A very good chance for the manufacturers to find out what kind of a country Mr. Tholen means, and to tell him why their particular machine is best suited for that kind of country.

Goods Roads Committee Appointed

THE national committee in charge of the first annual good roads and legislative convention, shortly to convene at Buffalo, N. Y., will consist of the following: Robert F. Hooper, Philadelphia, chairman of the good roads board, chairman; Ex-Governor Nahum J. Bachelder, Concord, N. H., master of the National Grange; James H. MacDonald, Hartford, Conn., president of the American Roadmakers' Association; Charles Thaddeus Terry, New York, chairman of the legislative board; S. D. Waldon, Detroit, representing the National Association of Automobile Manufacturers; Frank B. Hower, Buffalo, chairman of the touring board, American Automobile Association; Alfred Reeves, New York, representing the American Motor Car Manufacturers' Association, and William H. Hotchkiss, Buffalo, president of the American Automobile Association, ex officio.

Cooperating with this committee are the national officers of the American Automobile Association, the secretary of which body, Frederick H. Elliott of New York, will be in Buffalo for several weeks prior to the convention, in charge of headquarters there. The national committee will also be assisted by local committees appointed from the Automobile Club of Buffalo, one of the most important of which will maintain an information bureau and have charge of booking arrangements, both in hotels and garages.

This convention will emphasize the community of interest existing between farmers, state highway officials and motorists in the cause of improved roads, the best methods of constructing them and the surest means for their preservation. The most important subject for discussion at the convention will be that of state aid for state highways, and a majority of the speakers will be members of the American Roadmakers' Association. Among these will be President James H. MacDonald, Highway Commissioner of Connecticut, generally recognized as the leading authority on this subject in the United States, and who will, during the convention, give an illustrated lecture on road building, using charts which he has especially prepared for the work. The first session of the convention will be devoted to a discussion of legislative matters having to do particularly with motor vehicle law.

Club Undertakes Big Task

NEW JERSEY'S motor vehicle legislation is to receive a blow from within its own fold, and from an infant organization at that. The New Jersey Motorcycle Club, "Senator" W. J. Morgan, president., has undertaken the task of having legal matters relative to motorcycle use on Jersey's highways brought to a point at once, and a test case is to be taken to the courts. The announcement of this step is contained in the following statement, recently sent out by the club:

The motorcyclists of the state of New Jersey, like the wheelmen of former days, know what they want in the matter of legislation, and if it is unfavorable to them they propose to have it amended to suit their views. In line with this view, the New Jersey Motorcycle Club has pledged itself to the support of a test case to try before the court of last resort, if necessary, the constitutionality of the automobile law of the state of New Jersey and particularly its recent amendments. At the last meeting of the New Jersey Motorcycle Club the following resolutions were adopted:

Whereas, The old automobile laws of the state of New Jersey and the recent amendments thereto passed by the last Legislature are undoubtedly class legislation of the most ill-advised kind, under the specious guise of police control, be it therefore

Resolved, That this club appoint a committee of the whole, in conjunction with other motoring bodies, to raise funds to test legally the constitutionality of the sumptuary automobile legislation of this state; and be it further

Resolved, That it is high time that the motorists of this state and all of those interested and connected with the sport and the industry stand and be counted, so that at the next coming election we may help to elect senators and representatives to the Legislature who will represent our views, and thus also demonstrate to the leaders of both political parties that the motorists of this state hold the balance of power in any election.

Speed-Traps Galore

ANOTHER Jersey speed trap has been sprung on unsuspecting riders and drivers in the village of New Providence, just west of the West Summit Station on Springfield avenue, which runs through Summit and Berkeley Heights. The trap is worked by a single individual with a stop watch, who times riders as they come into view around a bend in the road, and again as they come to the junction of Springfield avenue with another road entering it diagonally from the northeast. If this distance is covered at a speed greater than fifteen miles an hour you are stopped and charged with violating that section of the law limiting the speed of automobiles to fifteen miles an hour at "prominent intersections." The village is hardly large enough to appear on the map, and ordinary road speeds through it are perfectly safe. There are no cautioning signs.

WARNINGS issued by the Bureau of Tours of the Automobile Club of America call attention to the enforcements of the speed limit on the Boston Post road through Larchmont, at Echo, Lake Millwood, through Harts Corners on the road to White Plains, near entrance to New York Athletic Club grounds at Pelham Manor, at Ardsley on Sawmill River road. Hillside avenue and Merrick road, Jamaica, L. I., are still patrolled by uniformed bicycle police. The open country between Metuchen and New Brunswick is closely watched, while in Pennsylvania, at Matamoras, opposite Port Jervis; at Langhorne, and around Gettysburg the speed limit is rigidly enforced.

FROM Pittsburg, Pa., comes a warning to beware the Cheswick trap established on the Freeport road, between the substation of Harmarville and Cheswick in Harmar township, on that part of the road known as the "Denny stretch." The authorities are becoming very active and intend arresting all motorists who violate the law by exceeding the speed limit of twelve miles per hour.

OMAHA, Neb., held its first hill climb on Decoration Day up the grade on Davenport avenue, from Seventeenth to Twenty-first streets. F. E. Tompkins on a Thor won first and Ralph Bates on a Reading-Standard won second. There were fourteen starters.

A POLICE trap has been set for speeders in the outskirts of New Brunswick, on the Metuchen road, just after making the turn at the beginning of the five-mile straightaway stretch. Motorcyclists, take warning.

TO HIM WHO HATH

"Pleased to hear that Motorcycle Illustrated is to become a semi-monthly and feel that the party now at the head of it is the right one to bring it to the front. This gentleman used to publish a splendid bicycling paper, of which I have several hundred pounds in my attic."—E. M. Esterbrook. Ah! that was ages ago; then quantity counted for too much, now quality is the thing.

* *

"Permit me to say that I am delighted, in the true Rooseveltian sense, to hear that you have taken hold of Motorcycle Illustrated, with the purpose of placing it where it should be, which is at the front."—Rev. Leonard W. Doolan, Pastor Highland Baptist Church, Louisville, Ky.

* *

N. S. U.: "We note with great pleasure that the paper has been considerably improved already. Have no doubt that Motorcycle Illustrated will soon be what every motorcyclist and the trade are looking for. Wish you success."—E. H. Kicherer, Vice-President.

* *

George M. Hendee. Very big in this business, and modest, too: "I learn with a great deal of pleasure and satisfaction that you have bought Motorcycle Illustrated, and assure you of our support, and send you kindest regards."

* *

Chicago: "Am an ardent supporter of Motorcycle Illustrated and would like to receive it weekly instead of monthly."—A. W. Johnson. Well, we've compromised. We've made it twice a month.

* *

"While in the shop of Hoyland Smith, New Bedford, Mass. (good old Hoyland), I picked up the new paper and was very much pleased. I enclose subscription."—Harold Steadman, South Wexford, Mass.

* *

Dr. Walz, of Pittsburg, Pa.: "Congratulations. Saw May issue. Thought some change was going on." Oh! May was nothing, June was better, and then there's July. Merely a case of evolution.

* *

Charles P. Root, Chicago, Ill. Editor, journalist, motorist for these twenty years: Couldn't print Root's letter. It is too much. If printed, some would say: "He (F. P. P.) has a swelled head"—which certainly is not so.

* *

"Very favorably impressed. Believe Motorcycle Illustrated is the best publication on motorcycles that ever was seen. Enclose subscription."—Miller Bros., Miami Springs, New Mexico.

* *

"With best wishes."—Ovington (there's only one).

* *

Persons Mfg. Co.: "Accept our congratulations. Glad Motorcycle Illustrated has fallen into such excellent hands. We see ahead of you a career of great success."

* *

"Your valuable sample copy received. It is of great merit. Every live motorcyclist should take Motorcycle Illustrated. I enclose subscription."—Hubert L. Miller, Danville, Ill.

* *

"I note with interest improvement in paper. I wish you success with the semi-monthly."—Harold M. Neill, Mt. Airy, Pa.

Worcester, Mass.: "Congratulations. Name familiar on cycle papers, 1882 to date."—Lincoln Holland. Holland is a cyclist dated from Adam's time, cyclingly speaking.

* *

More Ovington: "My, what a difference! Didn't recognize it at first. Thought it was a newcomer in the field. Keep it up and you will have every motorcyclist with a drop of real blood in his veins on your subscription list. Best wishes and kindest regards."

* *

New Departure Mfg. Co., Bristol, Conn., Mr. C. F. Olin: "June number of Motorcycle received. Congratulations on improvement already shown."

* *

"We consider your publication exceedingly well gotten up and of great interest to all motorcycle dealers. We enclose subscription."—Pickering Hardware Co., Cincinnati.

* *

Kansas, Salesburg, S. W. Shaw: "I subscribe. Think Motorcycle Illustrated should be in the hands of every motorcyclist." That's what we think, too.

* *

George P. Jenkins, 10 W. Sixtieth St.: "I wish to compliment you on the rejuvenated Motorcycle. I enclose a subscription. Wish you the best of success."

* *

From Berkeley, Cal.: "Think Motorcycle Illustrated the best paper published and wish it every success."—Raphael Raux.

* *

Everett, Wash.: "Paper very interesting. Wish you best of success."—Bert F. Dean. Thanks! Herbert, or is it Bertram?

* *

F. W. Anderson, Albany, N. Y., agent for Indian and Curtiss: "June issue received. You are on right track. Paper is full of life." Well, it'll be fuller.

* *

Progressive Mfg. Co., Torrington, Conn., Mr. G. E. Hammann: "Wish you success in your new venture."

* *

"Am glad to know there is such a paper. Enclosed find my dollar, etc."—W. S. Leigh, Clinton, N. J. (We found it.)

* *

Duryea (Reading, Pa.), C. E.: "Pleased to know you are back in cycling again, and wish you all sorts of prosperity."

* *

Arthur Davidson, Harley-Davidson Motor Co.: "We wish you and your magazine every success.

* *

J. S. Bretz, Times Building, N. Y.: "Wish you the greatest success."

* *

D. J. Post, Veeder Co., Hartford: "Wish you all kinds of good luck in your new venture."

* *

Whipple, the motorcycle man, Chicago: "Congratulations." Since then Whipple has been firing in the subs.

THE PRACTICAL SIDE

Delivery Efficiency Increased

DETROIT, Mich.—Supt. Chas. C. Kellogg, of the Detroit Post Office Registry Department, who has in charge also the special delivery service, has increased the efficiency of his departments to a great extent during the past year by the use of motorcycles for delivery purposes. In a statement recently made he said:

"We use only the substitute carriers for the work, employing 18 of them as against 24 boys, when boys did the work. The service is much improved. In fact, it has been so successful that the department has issued instructions to use substitute carriers in place of boys as fast as the latter quit the service. There is something ahead for the substitute and he works with that in view, consequently the deliveries are quickly and intelligently made.

"The government insists that all the special delivery carriers have bicycles, and with the little gasoline flyers, they find that they can cover more ground in less time and without the strain on themselves. It costs $2 to $3 a month extra to keep up the motorcycles, but they more than make this up.

"The special delivery force will average from $40 to $50 a month, which is more than the substitutes make when working for the other carriers who are absent on vacations or other causes. Business is increasing because merchants and others who use the service understand that it has improved wonderfully in the last year."

Buys Machine for "Trouble-Man"

MARLBORO, Mass.—The New England Telephone & Telegraph Company has dealt another blow to that portion of its kicker class which lives in Marlboro and Hudson. A motorcycle is the last aim at a knockout, and although it may not reach the vital point, it will cause the officials to seek the Morris chair of contentment oftener than has hitherto been the custom.

The cycle is for the use of a man who is looking for trouble, and although such a person is not generally looked upon as a desirable annex of a pacific feeling corporation, yet this man is as highly regarded by patrons of the company. While he is called a trouble man, his business is to find the trouble and then to obliterate it. In other words he is commissioned to find the troubles that cause the meek to worry and the more strenuous to say words that have lost currency in polite society.

Leon Boardman is the trouble man connected with Marlboro Central and the field of his missionary efforts extends all over Marlboro and Hudson.

Telephone Company Saves Money

HERE are some figures on motorcycle expense as to maintenance, repairs, etc., which are better than several columns of argument on the efficiency and economy of the "little fellows." A Colorado telephone company has been using a machine for half a year, and has recently compiled data on this subject, covering several months. The record for November and December, being the most trying months of the year, will be read with interest. Accurate accounting was made not only for gasoline, oil and repairs, but even of the time spent in grooming the machine. On this basis the total expense for November was $17. The total number of bad days was fifteen, and the trips made aggregated 417 miles. The livery expense saved was $52.50. Owing to the high average of speed maintained there was a saving of labor amounting to thirty-eight hours, equal to $10.50. The net saving for the month was $46. The mileage for December was 247, with a net saving for the month of $24.

New Mounts for Milk Inspectors

COMMENCING with the first week of June, two of the horse-drawn buggies used by the Milk Inspection Bureau of Queens County, Long Island, were replaced by motorcycles, and they have already proven their greater efficiency. The duty of the bureau and its inspectors is in part to ride around the borough early in the morning, watching for milk dealers who sell adulterated milk, and to destroy that which is found to be below the standard. It has frequently happened that they were on the trail of dealers, and were about to overtake them, when the milkmen, perceiving their pursuers, lashed their horses and drove off at full speed, usually escaping. Inspector J. J. Clarke and Assistant Chas. E. Clancy have the new mounts, and there will be no more getting away from these two men.

Gas Company Betters Its Service

MILWAUKEE, Wis.—An extremely interesting use for motorcycles has been figured out by the Milwaukee Gas Light Company, which adds greatly to the service it renders. With the monthly bills the company sends out a post card showing the free service the company undertakes for its patrons. This service has to do with adjustments of range burners, gaslight mantles and the many other gas problems which the woman of the house is often called upon to solve. When the help of the company's experts is needed, the patron drops the card into the nearest letter box. From 10 to 30 cards are in the company's mail every morning, and a force of six motorcycle-mounted burner men starts out to visit the trouble centers. In addition to this sort of service, the machines are utilized in many other ways that save time and money for the company.

Tricar Ousts Horse

BERKELEY, Cal., June 7.—Tests made here recently in the presence of Postmaster C. A. Merrill and government postal authorities having demonstrated the efficiency of a tricar over the horse and cart used for city and rural postal delivery, it has been decided that the machine shall replace the old method of mail distribution.

Postmaster Merrill in trial tests over 14 miles of hillside roads in the fashionable residence part of North Berkeley, found that the distance was easily made by the tricar in two hours. The best that a horse hauling a cart full of mail over the route could do was four and a half hours.

HICKMAN'S QUICK DELIVERY in Reading, Pa., consists of a standard R.-S. with tricar attachment, and the little outfit has proven very satisfactory. This is only one of many similar equipments in this city, all of which are doing good work.

TRADE

New Two-Speed Free Engine

A STRONG bid for popularity with motorcycle riders is being made by the new two-speed and free engine Minneapolis product described and illustrated herewith. With the varying road conditions throughout the United States and the long, hard grades frequently encountered, two speeds are not only desirable, but, on some occasions, an absolute necessity. The machine is marketed under the trade name "Minneapolis" and is manufactured by the Minneapolis Motorcycle Company, 517 South Seventh street, Minneapolis, Minn.

The two-speed and free engine device consists of a small planetary change gear of a special design placed on the countershaft, which is journaled within the cylindrical casing. The journals are of the approved ball-bearing type and eccentrically situated in the head plates as shown to permit chain adjustment. The adjustment of the chain is accomplished by loosening three bolts, the heads of which are shown in cut, and turning the head plates to right or left as desired. This movement does not affect the working of the pronged shifting lever which is pivoted to swing two ways.

The device on the countershaft consists of an internal gear, loosely mounted on the shaft, four small spur gears on a spider meshing into it, a center or drive pinion keyed to the shaft, two individual clutches and a pronged lever that operates both clutches. The high-speed clutch is held normally in place by a coil spring around the shaft and always revolving with it, thereby eliminating all friction. The friction from the thrust, which is required to release this clutch and set the low-speed clutch, is overcome by using a ball thrust bearing in the shifting collar.

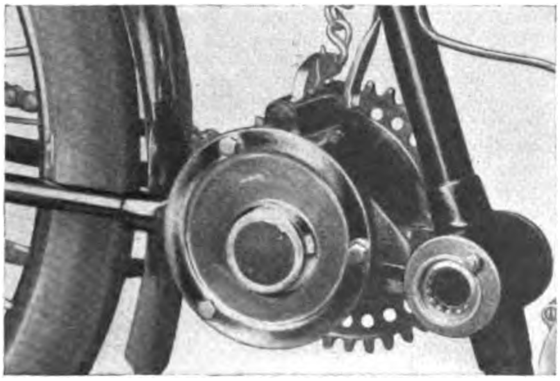
When the control lever on the fore part of the machine is away back, the high speed clutch is normally set, when in a central position both clutches are released, which gives a free engine. By shoving the control lever well forward the second clutch engages the cone-shaped, leather-faced surface of the internal gear, and holds it fast, thereby producing the reduced gear through the small pinions and the revolving spider which is connected to the sprocket outside of the case. This clutch may be set to grip firmly or to slip slightly as the rider desires, by use of the ratchet lever.

The transmission case is oil-tight and when carrying about one-half cup of oil assures perfect lubrication of all parts of the gear. Experience has shown that one-half cup of oil is sufficient for 75 to 100 miles. The main bearing on right side is screwed into the head plate and held secure by a lock nut. This affords a handy way of adjusting the main bearings. The cut also shows how crank shaft is eccentrically hung to permit adjustment of pedal chain. ¼x⅝ pitch roller chain is used on pedal side as well as motor side, so they may be interchanged in case of emergency.

This device does not make the motorcycle clumsy or freakish looking. There are no side projections to require the cranks to be bent outward more than on the regular machine. On the whole, this two-speed and free engine device is a model of perfection and durable in the extreme. This achievement is the result of a year and a half of ceaseless labor and expensive experimenting by its inventor, J. M. Michaelson, a skilled mechanical draftsman by trade, who has been a motorcycle rider for many years.

Specifications of the single-cylinder Model A machine are as follows: Frame—The approved double horizontal bar with loop. Transmission case made part of frame in a substantial way; special Sager spring fork. Motor—Special Thiem 3 h.p. Transmission—¼x⅝ pitch roller chains with the Michaelson patent two-speed and free engine transmission on countershaft; pedal chain also ¼x⅝ pitch roller type so that it may be used for motor side in case of emergency. Wheels—28-inch. Tires—Regular equipment 2¼ G. & J. or Morgan & Wright. Lubrication—By sight feed oilers to transmission case and motor. Carbureter—Schebler or Breeze. Ignition—Jump spark, three standard No. 6 dry batteries. Control—Double grip; right grip controls spark advance, left grip operates throttle: transmission gear is operated by a single lever in a convenient position on fore part of machine. Saddle—Persons, Mesinger or Troxel. Brake—Special Thor or Morrow. Tanks—Gasoline; heavy sheet metal; capacity 2 gallons; oil tanks, 2 quarts; large filler tops. Wheel Base—55 Inches. Speed—6 to 45 miles per hour on high gear; 0 to 15 miles per hour on low gear. Finish—Jet black, with nickeled rims and mud guards; all other trimmings nickeled also; polished aluminum head plates on transmission case; special colors to order. Weight—140 pounds; shipping weight, 200 pounds. Price—$235.00.

A catalogue giving complete description and sectional views of the transmission is in preparation and will be mailed on request to MOTORCYCLE ILLUSTRATED readers. Write for it.



A New Non-Skid

THE N. S. U. Motor Company have recently placed on the market an anti-skid device which consists of eight pairs of hooks fastened at regular intervals to the rear wheel rim. For each pair of hooks a leather band about 3½ inches wide is provided, which is easily placed in position if the tire be slightly deflated. The bands are provided in the centre with square metal plates, having rectangular projections. The result is that safety on greasy roads is assured and danger of slipping on stone sets minimized, owing to the amount of rubber exposed being greater than the amount of studded leather. These non-skids need only be used in cases of emergency, as they are so quickly removable, and, moreover, they do not interfere to any extent with the resiliency of the tire or detract from the power of the engine. Provided the rims will permit of it, the non-skids in question may be fixed to any make of machine. When not in use, the bands can be detached and stowed away. Not only the bands, but also the studs, may be renewed when worn. The device seems to be distinctly a practical one, and quite worthy of this enterprising firm.

A Brake that Satisfies

THE New Departure Manufacturing Company, of Bristol, Conn., is having splendid success with its coaster brake for motorcycles, either chain or belt drive. Ever since the motorcycle idea began to gather force, there has been expressed by motorcyclists a desire for a dependable device that would do for the motorcycle what the coaster brake has done for the bicycle, to wit, reduce the liability of accidents to a minimum, increase the life of the machine and double the pleasure of cycling. It follows, as a matter of course, that the New Departure people answered this call of the motorcyclist.

For years this company has manufactured the very popular and satisfactory New Departure coaster brake for bicycles. Early in the experimental stages, the New Departure people built a motorcycle coaster brake that would do the work sought, under ordinary circumstances and for a limited time, but the New Departure company never stops at the "it will do" point. The company continued its experiments until it has developed a coaster brake that is a little stronger, a little better than it need be under all circumstances. This means that a motorcyclist who uses a New Departure coaster brake can place absolute confidence in it.

The New Departure Co. believe that the mechanical principle so long used in the New Departure brake for bicycles is the only successful principle for such a device. This principle has been worked out in the motorcycle coaster brake. Each of the few parts was made strong to withstand the additional strain, and no less than six steel brake rings were placed in the drum chamber. For the chain-drive machine, the keyed sprocket was provided. This is a very important improvement.

Since the opening of the present season the demand for New Departures has been very great and designers, master mechanics and workmen in many of the leading manufactories of motorcycles are riding New Departures and are daily expressing to the firm their absolute satisfaction with them.

It would seem from this that the New Departure people have solved one very important problem for the motorcyclist, and in doing so they have advanced motorcycle interests very materially. The New Departure Manufacturing Company will be represented at the F. A. M. meet by H. T. Scott. Motorcyclists who are interested should write to the company at Bristol, Conn, for a catalogue.

New Merkel Twin Is Powerful

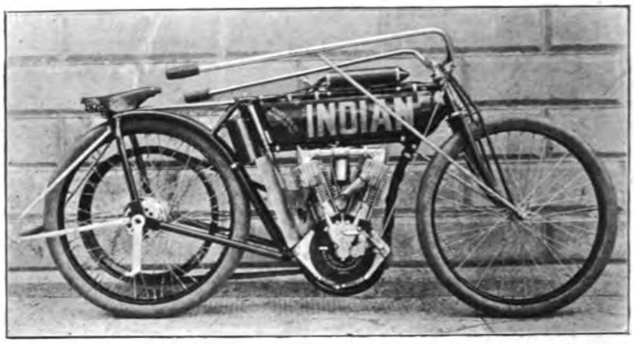
J. F. MERKEL, maker of the Merkel motorcycle, has been making an extended tour of the far west, and while in Los Angeles recently showed riders how to make the ascent of the now famous Bairdstown hill. Mr. Merkel was showing his new twin-cylinder machine to a party of local motorists, when he was asked if he had climbed the Bairdstown hill. The surface dirt was so loose that it was not thought a motorcycle had a chance to get up, but Mr. Merkel said he never saw a hill yet he wouldn't tackle; so the party started for the test, Mr. Merkel on his machine and the motorists in an auto.

The motorcycle proved a surprise. It not only went up the grade, which has proved the Waterloo of many an auto, but hit the top going fully twenty miles an hour. The young boy who lives on the hill and keeps tab on everybody who attempts to climb it, said several motorcycles had tried, but this was the first to succeed. The machine was geared at three to one, not an especially good gearing for hill-climbing purposes.

A "Motorcycle Row" Addition

THE Thomas-Roberts Co., which was organized by the two Rochester riders of those names, to handle Harley-Davidson motorcycles in this part of the country, have located favorably in New York City at 2230 Broadway, near Seventy-ninth Street. They have leased half of the deep, glass-front store at that address, and all of the basement, and will carry a full stock of Harley-Davidsons and motorcycle accessories and will also repair and store motorcycles.

Belt-Drive Indian Pacemaker Built



THE very latest creation of Oscar Hedstrom, the Indian designer, is a special 60.32 pace-making machine weighing about 165 pounds and shown herewith. The machine is original in that it is belt-driven—the first and only belt-driven Indian in existence; and it should be understood that this system of drive was adopted because of the intended use to which this machine is to be put. When a chain-driven machine, with high-gear ratio, is speeded up during a race, it is apt to jump away from the rider following and lose him; but with the belt drive the slip of the belt makes the acceleration more gradual.

In construction the machine is unusually substantial while it is remarkably pleasing and attractive in its lines. It will probably be ridden on the track by Jake DeRosier, who declares it to be the finest of its kind ever brought out in this country. He speaks as an expert, having seen them all, and ridden most of the pacemakers that have appeared of late years.

Milwaukee Furnishes New Devices

SEVERAL new kinks have been evolved by the General Accumulator and Battery Co., 108 Second street, Milwaukee, Wis., designed to help the motorcyclist out of some of his difficulties. Their "Decarbonizer" is an oily compound, which in conjunction with combustion, volatilizes carbon and all resinous matter. It removes all such substances from cylinder head, piston head, piston rings, valves and valve stems, through exhaust—keeps entire power system clean and in prime condition, and adds twenty per cent. or more power to any engine, and doubles life of same. Guaranteed harmless, no matter how often used, and one trial is convincing proof of its magic power.

They also make a chain device, which is put into cylinder through plug hole, which will automatically remove all sand and dust mixed with carbon and other substances from cylinder head, piston head and walls of cylinder, difficult to remove with Decarbonizer.

This device is made out of an alloy of bismuth, cobalt and copper, and is of an exceedingly tough character, but soft, so that it cannot injure the engine parts with which it comes in contact.

The cleaning is done automatically, when engine is running, and can be done in from 10 to 20 minutes. It works upon the same principle as shot put into a bottle, and does in 10 minutes what would take hours to do by hand.

The center-fire spark plug is also manufactured by them. To introduce to motorcyclists, this $1.50 plug will be shipped at $1.00 each for a limited time.

The center-fire plug has been rightly called the "racing machine plug of today" It is a plug of the quickest action and the cleanest combustion. This is because it reaches down into the cylinder to the very center of compression. It is as far away as possible from the oily and sooty walls of the cylinder and its location causes each fresh in-coming charge to clean away any sediment or soot. They never smut and are guaranteed.

New "Neverout" Lamp and Generator

VARIOUS makers and users of motorcycles have prevailed on the Rose Mfg. Co., of Philadelphia, to design a motorcycle gas lamp and generator based on the results of their vast experience in the motor vehicle lighting line. After a series of exhaustive tests covering a long period of time, the motorcycle independent headlight and generator shown herewith has been created and is now in the market. These are the finest articles of the kind that have been produced up to date in the United States or Europe, as relates to elegance of design, efficiency, simplicity and reliability.

The headlight is equipped with a special mirror lens reflector and a forward aluminum reflecting flange. It is made with a specially constructed hood for throwing the light on the road, and incidentally protecting the eyes of the rider. It is equipped with two brackets, in order to impart rigidity. It is made of brass, nickel-plated, full riveted throughout, and cannot shake apart. The glass is of the concavo-convex order, and is placed in the frame with a removable spring wire, so that it can be readily replaced in case of accident.

Specifications: Diameter of face 6 inches; length, 6 inches; extreme height, 7¾ inches. Contains a powerful mirror lens reflector; aluminum front flange reflector; removable miconcave front lens. This lamp is strongly riveted and made to withstand the most violent vibration. Double props.

The "Neverout" patent motorcycle generator is made on the most approved lines of acetylene gas generation, and has been submitted to the most severe tests. It has been pronounced perfect by the most critical and experienced motorcyclists; in fact, it is a generator for motorcycles that can be thoroughly depended upon.

Specifications: Height, 8¼ inches; diameter, 3¼ inches. The bracket is especially designed for securely fastening to the front fork of motorcycle. It contains an adjustable clamp for maintaining the generator in a perpendicular position.

Predicts a Banner Year

GEO. M. HENDEE, president of the Hendee Mfg. Co., Springfield, Mass., makers of the Indian motorcycle, predicts a banner year in the motorcycle industry, and qualifies his statement with the report that his company has already exceeded last year's sales.

"We are manufacturing 5,500 motorcycles this year, as against 2,500 last year," said Mr. Hendee. "A goodly proportion of this number will be sold in the West. This section of the country, by the way, is one of the most active seats of the industry at present. Our Chicago branch has closed more business than expected for this time of the year, and it is a noteworthy feature that many of the machines sold are for delivery to business men and merchants.

"Our factory is working overtime, the 300 men employed being on the job from twelve to sixteen hours daily except Sunday. We have not yet given the output for next year serious consideration, although there is every indication that we will have to materially increase it over this year.

"One of the gratifying features of our business is the tone of general satisfaction which is expressed over our product from the time we entered the field. Frequently it has been my experience to meet a customer who owns one of the machines we manufactured in 1900, the first year of our existence. Last fall, while visiting Olympia, Wash., I was introduced to a physician who is still using one of the 1900 models. The machine bears factory No. 21 and, according to the owner's statement, has traveled 36,000 miles. The physician used the machine mostly for business purposes."

R-S States Position

COMPETITIVE trials of motorcycles showing the good and bad points of different makes of machines are beneficial, not only to the purchasing public, but to the manufacturers, as they tend to the attainment of the highest state of excellence in the art. But races having for their purpose the displaying of mechanical monstrosities in which every other quality is sacrificed to showing the speed attainable under the manipulation of professional riders are a very different thing, and we think it proper to state explicitly that:

The Reading Standard Company does not manufacture professional racing machines. The name "Reading Standard" was adopted deliberately to express the idea that the machines manufactured by the company should be "standard" in every essential respect—standard as to speed on the public roads, standard as to economy, standard as to safety and endurance and standard as to general efficiency.

If this company were to undertake to compete in the manufacture of professional racing machines, it would give a good account of itself, because it is far easier to make a machine in which everything is subordinated to speed than to make a machine in which all the essential elements of goodness are found in well-balanced proportions.

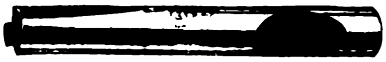
Our purpose is to produce, day and in day out, nothing but first-class stock machines. We are not only willing, but eager to compete with any and all manufacturers of motorcycles in the world, on the basis of an every-day machine selected at random from stock.

The Reading Standard asserts with confidence that, tried by the sound and sensible tests above specified, it has a machine that will stand up against the best stock machine produced in the world.

READING-STANDARD COMPANY.

A Gabriel for Motorcycles

THE famous Gabriel automobile horn has been reproduced in miniature for motorcycle use in a very efficient and compact form. It consists of a highly polished brass tube 1½x11 inches long, divided into two chambers, each producing a separate note which blend together when operated by to get out of order. and therefore nothing parts or reeds used, tor. There are no loose the exhaust of the motor.

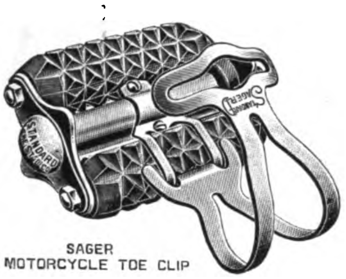


Each horn is furnished complete with fittings for making the attachment, including a small, compact valve of an improved pattern. Both material and working qualities are of the highest grade. Valves are furnished for either ¾-inch, ⅞-inch or 1-inch (outside diameter) steel tubing exhaust pipes. Price of horn complete is $8.00 and it can be secured at any of the big supply houses or direct from the Gabriel Horn Mfg. Co., Cleveland, O.

N. S. U. Opens Branch in Chicago

IN order to meet the demand for N. S. U. machines from the South and West and to facilitate deliveries, the N. S. U. Motor Company, of 206 West Seventy-sixth Street, New York, have recently opened an agency at 1551 Michigan Avenue, Chicago, Ill. Besides a full stock of N. S. U. machines, this agency will carry a complete line of duplicate parts and accessories. Shamrock Gloria Belts, Peter Union Tires, etc., will also be on sale. Mr. Kicherer, of the N. S. U. Company, recently stated that the popularity of the N. S. U. had increased so rapidly in the Western states that he was obliged to open this additional agency.

WITH OUR ADVERTISERS



SAGER MOTORCYCLE TOE CLIP

A VALUABLE addition to the No. 3 Standard motorcycle pedal which is being used so extensively by the American manufacturers this year is the Sager toe-clip, cut of which is shown, attached to pedal. The clip is made of spring steel and is securely attached to rubbers and hub. These pedals and clips can be obtained at any of the big supply houses or direct from the Standard Co., Torrington, Conn.

ON account of the great demand the Geo. V. Lyons Motor Company have met with for their Minerva motorcycles, larger quarters have been found necessary. Therefore, in addition to the large store at 2384 Broadway, this company have leased the adjoining store, 2382 Broadway, giving them the largest floor space of any motorcycle establishment in Greater New York. Despite the backwardness of the season the firm have had their hands full the past six weeks, making delivery of Minerva twin cylinder models. The 8-h.p. models have taken as well as the 4½. They have in their storage department several of the latter models that have already traveled more than 1,000 miles, and to date not a part has been replaced in any of these machines.

AMONG the several devices which the H. F. Mesinger Manufacturing Company, 1801 First avenue, New York City, are marketing for the motorcycle trade is an inside tire repair band, made of extra strong fabric, with beveled edges and moulded to fit the inside of Clincher, Dunlop or Fisk tires. The hooks can be bent to fit the different styles of casings, to prevent creeping. This thoroughly tested repair band is made exactly on the same principle as the inside of a regular tire, and repairs blow-outs, rim-cuts and other defects of the casing. Prices are $1.60 for the 2 and 2½ inch, and $2 for the 3 and 3½ inch size.

BUILT like an automobile tire, rides like a bicycle tire. This is the Goodrich motorcycle tire, and Norman Clark, Alliance, O., in a letter to the B. F. Goodrich Company, Akron, O., under date of March 12, 1908, says: "I have used your motorcycle tires for three seasons. The first two seasons I used 1¾ inch and had one puncture in all my riding. Last season I used 2¼-inch tires and never had a puncture of any kind and went wherever I wished, over all kinds of roads." That is a record many riders would enjoy. Try Goodrich this summer.

ACTUATED by a desire for better protection against the imitators of the products of legitimate manufacturers and of whom he has recently been a victim, C. F. Splitdorf, of New York, the well-known ignition specialist, has opened a well-appointed and commodious store for the sale of his coils, plugs and other ignition specialties at 319 Michigan Avenue, Chicago. Mr. B. P. Houlihan, who for some years has been manager of this firm's San Francisco branch, and who is well and favorably known among the trade, will be in charge of the new store.

IF you are in the market for a new machine that combines power enough for all occasions, with comfort and simplicity, at a price low enough to suit any pocketbook, write for further details of the "Light" to the Light Manufacturing and Foundry Company, P. O. Box 560, Pottstown, Pa. Men who know, experts in the motorcycle trade, pronounce the "Light" the highest grade machine in the world for the money. It sells for $185. Write today for the Light catalogue. It's good reading.

NOW that the season of runs and tours is on for keeps the disadvantages of a rigid handle-bar make themselves more apparent than they did last winter, when your machine was in storage and you were thinking more about it and experiencing less. The C-A Spring Handle-bar Company, 1931 Broadway, New York City, have the device that will do the trick, and are so confident that it will that they say, "Try it and be convinced." When you write for circulars tell them you read MOTORCYCLE ILLUSTRATED.

THE next time you are in the neighborhood of Columbus Circle drop in to see George P. Jenkins, 6 West Sixtieth street, New York City, and have him show you his latest M. M. models. He has for immediate delivery some of the 3½-h.p. Specials. Jenkins is a "good fellow" and is always glad to see "the boys" and explain the advantages of the M.-M. low-riding position, its spring forks and other features.

THE G. H. Curtiss Manufacturing Company, Hammondsport, N. Y., lay particular emphasis on the fact that Curtiss motors are roller-bearing throughout, and ask pertinently, "How much would you give for a bicycle with plain bronze bearings?" Further details on roller bearings and Curtiss motors and motorcycles can be had by sending for Catalogue "Y."

WOULD you buy a good second-hand machine if you knew it was a bargain? The Tiger Cycle Works Company, 782 Eighth avenue, New York City, have a stock of twenty to choose from. This is an F. A. M. official repair shop, and any kind of experiments can be worked out, as well as overhauling and building to order. Here is where you will find the new Curtiss models also.

F. A. Baker & Co., selling agents for the Indian in New York City, carry a full line of motorcycle supplies as well. Riders should have one of their new catalogues. Each article is illustrated and prices given. You can make no mistake in ordering from this style of book. The list runs all the way from ammeters right straight through the alphabet to wrenches; everything is there. Write for a copy.

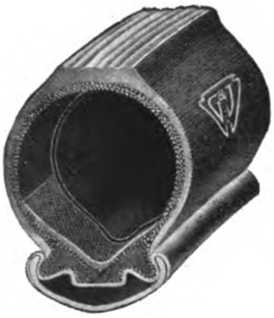
THAT numb feeling in hands and wrists can be avoided in an inexpensive way by fitting a pair of Mattson's sponge rubber grips. Manufacturers will furnish them without extra charge if specified in your order. All the jobbers carry them, or you can buy them direct from the Mattson Rubber Company, Lodi, N. J.

IF there is something in the line of motorcycle parts and accessories necessary to thoroughly fit out for this summer, send to the Motorcycle Supply Company, Hammondsport, N. Y., for their catalogue. All standard goods are listed and illustrated, and you can possibly save money on what you want.

RIDERS who are in the market for motorcycle supplies should consult the new catalogue of Frank B. Widmayer, 3212 Broadway, New York City. A complete line of parts and accessories for all machines is carried in stock. Widmayer's lot of second-hand motorcycles contains many good machines that can be had from $30 up.

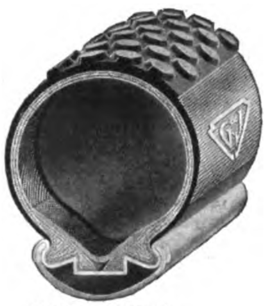
THE Reading Standard 1908 motorcycle catalogue is now ready for distribution. It is very handsome, indeed, of the first grade, and all motorcyclists should have one. The Reading Standard Company, of Reading, Pa., will forward a copy on request.

ONE of the strongest agents in Hartford, Conn., is C. A. Snow, who has a store at the corner of Main and Trumbull streets. He specializes on the R-S.



Raised Tread

The Tires That Hold the Motorcycle Records



Bailey Tread

G&J TIRES WIN

THAT HAS BECOME

A FAMILAR MESSAGE

Which follows all events in which motorcyclists engage in competition

Not only do they win in all the speed and endurance contests, but they are easy riding, easy to handle and of a quality that stands the daily pounding and grind of ordinary use better than any other motorcycle tire made. The reason lies in the use of the very best rubber and fabric, in best design thus far evolved and, finally, in the "G & J know how" of tire construction.

Their margin of superiority is so great and has been so positively proven—not by our claims, but by the motorcycle riders themselves—that but very few can be induced to experiment with other tires.

SEND FOR A COPY OF OUR MOTORCYCLE BOOK

G&J TIRE Co.
INDIANAPOLIS
INDIANA

New York—10 W. Sixtieth St.
Chicago—1434 Michigan Ave.
Detroit—256 Jefferson Ave.
San Francisco—414-416 Van Ness Ave.
Boston—110 Federal St.
St. Louis, Mo.—415 N. Fourth St.
Buffalo—912 Main St.
Denver, Colo.—1541 Cleveland Pl.
Philadelphia—713 N. Broad St.
Minneapolis, Minn.—21 S. Second St.
Los Angeles—1010 S. Main St.
Portland, Ore.—80-82 Seventh St.

Where tandem attachments are used, rear wheel should be equipped with 2½-in. tire

Another Bug Vanquished

A PECULIAR and truly wonderful member of the animal kingdom has been discovered on upper Broadway, in New York City. Credit for its existence must be given Earle N. Ovington, and if you don't believe it read what he has to say and be convinced.

"You see," said Mr. Ovington, "I have been delving into the subject of bacteriology. Since handling the F. N. Big Four in this country I have been impressed with the fact that it is only necessary to get a rider on our machine in order to make him our friend for life. Naturally I was interested in the reason for this, and an idea occurred to me one day, when one of my customers, who is particularly enthusiastic about the F. N. machine, cut his finger until it bled. As I possess a powerful binocular microscope it occurred to me to examine some of the blood of the customer in question, and I placed a drop in the focus of the instrument. What I saw was truly remarkable, and I hastened to attach my camera to the instrument and photographed my discovery. I found nothing more nor less than a new form of microbe and I had discovered the reason why a man who is once an F. N. rider always remains an F. N. rider. You see, the poor fellow can't help it, as he has been inoculated with the germ of a disease which I shall call FNitis. From frequent observation this is an incurable malady and the only way to get relief temporarily is to ride an F. N. motorcycle. Unless the victim rides our machine every so often this microbe of FNitis becomes restless and irritates its victim by means of that sharp-pointed beak, somewhat like that of a parrot. If at this stage the subject rides an F. N. machine the microbe is temporarily appeased and the irritation ceases.

"If you will notice the physical features of this microbe you will see that his body is composed of a large cylinder, the flanges or fins of which serve as legs or creepers, and it is in this manner that the microbe propels itself. On the back of the animal you will see four smaller cylinders, typical of the F. N. Big Four. I always keep quite a large culture of these microbes on hand and as soon as a prospective customer steps in the store I walk up to him and quickly inject a hypodermic syringe full in his arm. It is only a matter of time when he becomes one of our enthusiastic customers."

THE Owego Motorcycle Co., Owego, N. Y., is working 17 men at present and is turning out work rapidly, although not yet thoroughly organized as to the capacity of the plant. New additions to the force are being made as fast as the conditions are made possible, and it is expected to double the output of the factory by another season.

Each intricate part of the machine, as well as frames, wheels, etc., are manufactured there. Joints are brazed, and, in fact every part of the work is done there, and the parts are made of the best steel iron and brass, received at the factory in a rough state. The machinery used in the process of manufacture is of the best and latest improved makes.

This is coming to be one of Owego's chief industries, and as the business increases, larger accommodations will be added, to meet the demand, which is growing as the superiority of the machine becomes more generally known.

Los Angeles, Cal. June 2.—Mr. Merkel, of the Merkel Motor Company, Milwaukee, was a guest of the Los Angeles Motorcycle Club last Monday night and made a speech, in which he said he had seen no place in all his travels which had any more doing in motorcycling than right here in Los Angeles. He states that he will use this club as a shining example for others to follow after.

IF you would have a machine that can climb hills as well as make time on level roads call on F. A. Baker, 37 Warren street, New York City, and asked him to show the Indian 1908 models. It was on one of these, a single cylinder, that Mr. Baker won the Callender's Formulae event on June 6 at the Fort George hill climb; so in asking him for advice you are talking to a man who can "do things" as well as tell what his machines "can do."

THE Clement Motor and Equipment Company publish an advertisement in this issue which will be new to motorcycle folks. They are at 1900 Broadway, New York, corner of Sixty-third street, and have just gotten out a catalogue in which they describe a motor which can be attached to a bicycle. In fact their main heading is this: "Convert your bicycle into a motorcycle for $50.00." Catalogue referred to tells the entire story. Write for the catalogue, or, if convenient, call and see them.

SALE AND EXCHANGE — TWO CENTS A WORD

FOR SALE.—One new 1908 twin Curtiss motorcycle, $225; one single, $165. P. W. Wood, Jr., 31 Central St., Worcester, Mass.

FOR SALE.—Indian motorcycle; first-class condition; for price and particulars address C. Elmer Von Eiff, Baltimore, Md.

FOR SALE.—1907 M-M, little used, good order, $68. N. E. Ramsey, Lincolnton, N. C.

FOR SALE.—1907 model twin-cylinder Curtiss, 5 h.p.; price, $150; first-class condition. For particulars address J. R. Henderson, 724 Nineteenth Street, Rock Island, Ill.

FOR SALE CHEAP.—3-h.p. Armac, 1906 model; excellent condition; been used but very little; tires good as new. Any reasonable offer will buy. Joseph Petska, 1065 Jackson Blvd., Chicago.

BRADLEY
Motorcycles
BEST BY MERIT
A Single-Cylinder STOCK Machine made this Record at Point Breeze Races, Philadelphia, Pa., May 23, 1908
5 Mile Novice Race: L. Steinhauser, First Place
10 Mile Australian Pursuit Race: L. Steinhauser, Second Place
10 Mile for Stock Machines: L. Steinhauser, Second Place
25 Mile Open-to-All Race: L. Steinhauser, Fourth Place
The Machine You Will Eventually Ride
Bradley Motor Co., 268 Diamond St., Philadelphia, Pa.

C. O. T. Gum Gum. Ask your dealer how nicely it repairs digouts in your auto shoe. For sale by jobbers. CHAS. O. TINGLEY & CO., Rahway, N. J.

MOTORCYCLE SUPPLIES
SEND FOR CATALOGUE
MOTORCYCLE SUPPLY CO.
HAMMONDSPORT, N.Y.

Construction, Management and Care of Motorcycles
40 Pages of Practical Information
Fine for Beginners
25 Cents, Postpaid
MOTORCYCLE PUBLISHING CO.
299 Broadway New York

A Telling Recommend

FOR

GOODRICH

Motorcycle Tires

California presents interesting evidence of Goodrich motorcycle tire endurance

REDLANDS, Cal., June 13, 1908.

GORHAM RUBBER COMPANY,
Los Angeles, California.

GENTLEMEN:

It may be of interest to you to know that the Harley-Davidson Motorcycle which I entered in the Los Angeles-San Diego and Return Endurance Run, and finished with a perfect score, was equipped with Goodrich Tires, and will say that after the run was made, which was undoubtedly the most trying run on a motorcycle or tires, that has ever been run, that there was no noticeable wear on either the machine or tires. The rider, Mr. E. L. Parmelee, never touched a pump to these tires on the trip, which is something unusual on such a trying run, and you would have to look closely to notice any wear on the corrugation of these tires.

Hoping that this will be of interest to you, I remain,

Yours very truly,
LEE RICHARDSON AUTOMOBILE CO.,
Per LEE RICHARDSON.

LOS ANGELES, May 11th.

GORHAM RUBBER CO.,
E. E. HELM, *Manager*.

DEAR SIR:

Kindly allow me to say a few words for the Goodrich tires. I was one of four out of thirty-nine started that made perfect scores in San Diego Endurance Run, 328 miles, May 30th and 31st.

Ninety per cent. of all troubles with motorcycle riding comes from tire trouble. I find the Goodrich tires are the best on the market for rough riding. I only pumped my tires once in the 328 miles. I can not say too much for Goodrich tires, which I know make good, from three endurance runs I have taken part in.

Yours truly,
E. L. PARMELEE.

THE B. F. GOODRICH CO., Akron, Ohio :: **Branches in All Principal Cities**

WITHIN THE FOLD

Waltham, Mass.—Fred Powers and Raymond Wyman, of the South End, recently completed a motorcycle trip to New Bedford. Both boys report a most enjoyable trip, aside from the rainy weather they encountered on one day and the accident that happened to Wyman's machine just as they reached Brockton. While in Brockton awaiting the repair of Wyman's machine they took the oportunity to go through the factory of the American Motor Company, where the Metz-Marsh motorcycles, which they ride, are manufactured.

* *

Grand Forks, B. C.—George Chapple rode to Phoenix May 15 on a motorcycle. This is the first time in history that the climb has been made. Mr. Chapple took over two hours in making the hills, which are very steep in some places, as the rise is over 3,000 feet in 17 miles. Mr. Chapple claims that as soon as the road is put in good condition he can make the trip in an hour.

* *

St. Paul, Minn.—Every week witnesses more riders and new machines on the streets. The latest additions to the Indian fraternity are: F. S. Haas, 5-h.p. twin; J. P. Holly, 3-h.p.; J Decosol, 5-h.p. twin; Wm Hammelton, 3½-h.p.; J. D. Sexton, 3-h.p.; R. F. Guire, 3½-h.p.; J. W. Maguire, 3-h.p.; D. Helle, 3½h.p.; E. G. Rugby, 5-h.p. twin; J. C. Romel, 3-h.p.

* *

Wyomissing, Pa.—J. W. Benton, Dauphin and Lake avenues, has purchased a motorcycle from the Reading Standard Manufacturing Company. The machine is specially constructed for the carrying of Mr. Benton's baggage on his business trips through the country.

* *

South Orange, N. J.—Wm. J. Reedi, of 12 South Orange avenue, who recently completed a tandem motorcycle, has commenced work on a 20-h.p. 4-cyl. shaft-drive machine.

* *

Phoenix, Ariz.—The Phoenix Cycle Co., which has taken the agency for the Thor motorcycles, reports the sale of several machines to local residents.

* *

Bluffs, Ill.—E. L. Kendall purchased a motorcycle a few weeks ago and has been on the road with it nearly all his time ever since.

* *

Monocacy, Pa.—M. W. Dav'dheiser is the owner of a new motorcycle, purchased direct from the Light Mfg. & Fdy. Co., Pottstown, Pa.

* *

S. Paul, Minn.—Neutson, the R-S agent, has recently sold machines to David E. Scott, F. A. Balcom, Henry Colman and Chas. G. Oxley.

* *

Dalton, Mass.—C. R. Silvernail has purchased an Indian motorcycle. D. H. Pike has also purchased a machine of the same make.

* *

Russells, Mass.—Martin Keavy, of Briggs avenue, has taken delivery of a motorcycle for his own use in touring the Berkshires.

* *

Kewanee, Ill.—Carl Nordling is the possessor of the first Torpedo motorcycle sold in this city from the local factory.

Kenmore, N. Y.—J. Malcomb Sawers, the town constable, has purchased a motorcycle, which he will use for both business and pleasure.

* *

St. Paul, Minn.—A. L. Kahler, J. T. Hart, F. W. Burtis and James C. Merritt have all recently purchased new models "R.-S." machines.

* *

Lake Linden, Mich.—Arthur Vine has purchased a 3-h.p. Harley-Davidson from F. J. Weisenauer, the local agent.

* *

Darlington, Ind.—All three rural carriers out of the post office here are now using motorcycles over their routes.

* *

Webster City, Ia.—Fred Martin has joined the ranks. He has just received his first mount, an Excelsior.

* *

Cos Cob, Conn.—Luke Brush is sleuthing around for the Indian which was stolen from his barn recently.

* *

Albany, N. Y—Leon Lewis is one of the latest recruits to motorcycle ranks. He has just purchased a 1908 Indian.

* *

Portchester, N. Y.—Clarence H. Wilson recently purchased one of the new model Indian motorcycles.

* *

St. Paul, Minn.—New riders of the Indian here are Leo Scheler, J. M. Lindhurst and C. Haas.

* *

Arlington, Cal.—Charles Sanker is one of the latest recruits to the motorcycle ranks.

* *

Gloversville, N. Y.—Arthur Bradt is the proud owner of one of the new M. M. Specials.

* *

Hillsdale, N. Y.—Another recruit to motorcycling ranks is Arthur Clossen, of this village.

* *

Fallingston, N. J.—Leon Sickles is the possessor of a new mount.

* *

Geneseo, Ill.—Bert Lavine has purchased a Torpedo motorcycle.

A LONG series of tests with a Reading-Standard tricar are now being carried out by the Post Office Department at Washington D. C. The little machine has been covering a local mail route, and while nothing official has been given out it is understood that its performance has been eminently satisfactory. A load of 250 pounds can be carried in addition to the rider at a speed of 10 to 30 miles an hour.

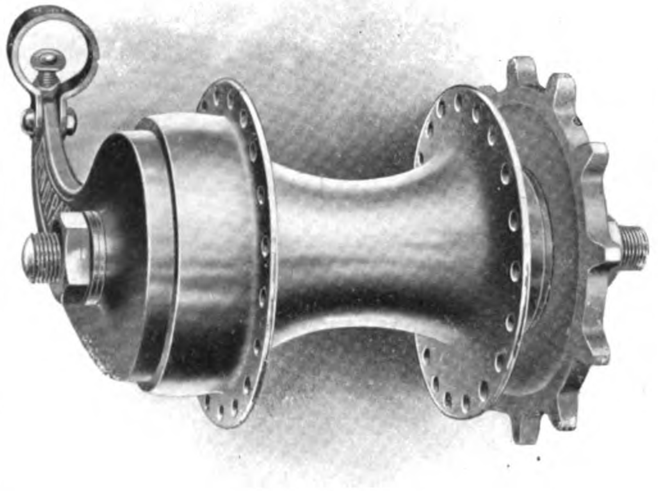
A BIG CONCERN

WE have received the June issue, and wish to compliment you on the great improvement made in this paper since you gained control. Our advertising campaign starts in the fall. However, we should be glad to have you insert a one-half page advertisement in your July 1st issue.

The Corbin Screw Corporation,
W. J. Surre, Secretary.
New Britain, Conn.

New Departure Coaster Brake

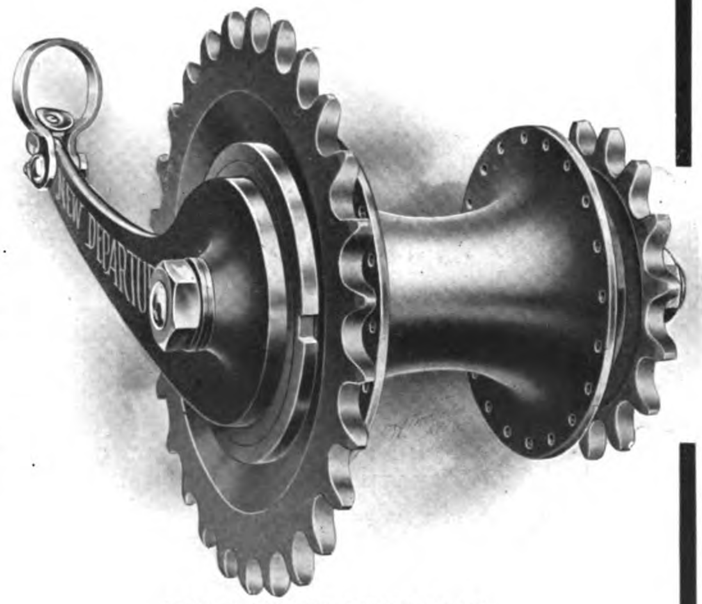
FOR MOTOR-CYCLES



MODEL B FOR BELT DRIVE

New Departures do better than stand the severest test; they defy such tests. This is because of their simple construction and absolutely correct mechanical principles. New Departures DO NOT FAIL to operate satisfactorily at the will of the rider. Every part is made of selected steel, specially hardened and treated. The finish is superior. Every brake strongly guaranteed.

The brake consists of six strong, steel rings, each expanding into frictional contact with the inner wall of the brake drum, when slight back pedal pressure is applied by the rider. This is an exclusive New Departure feature. Model "BB" has the keyed sprocket—a very important improvement.

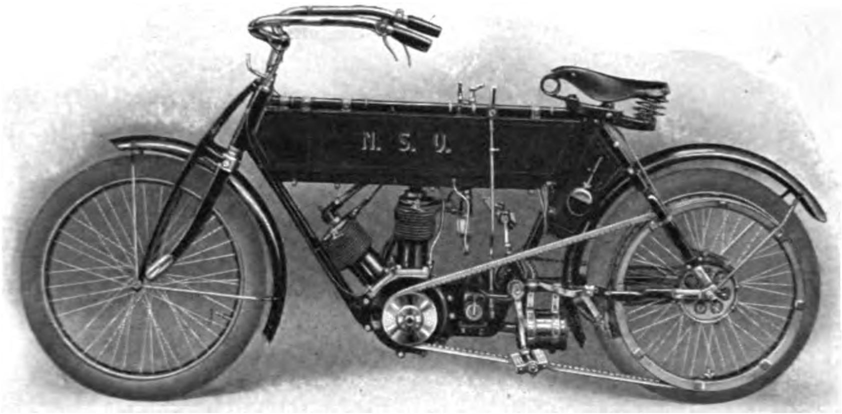


MODEL BB FOR CHAIN DRIVE

THE NEW DEPARTURE MANUFACTURING COMPANY
BRISTOL, CONN.

NSU

MOTORCYCLE



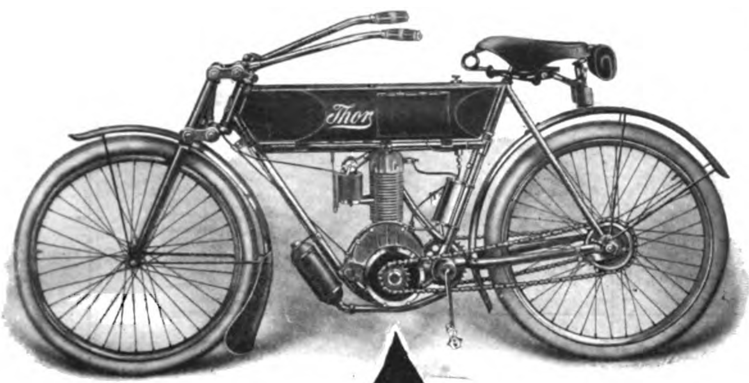
N. S. U. TWIN CYLINDER, SUITABLE FOR SIDE AND FORE CAR ATTACHMENT, 4 H. P., 5½ H. P. AND 6 H. P. TYPES, FITTED WITH GIRDER FORKS

IT is impossible to build a better motorcycle than the N. S. U. It is built of the best material procurable, in the largest factory in the world devoted to motorcycle building. It is equipped with magneto ignition on ALL models. Choice of Single and Double Cylinder Motors, Light Weight (80 pounds). Road Racers and Touring Models from 1¼ to 6 horsepower, with Free Engine and Two-Speed Gear if desired. Shamrock-Gloria Canvas and Rubber Belts. N. S. U. Patent Belt Fasteners. Peter Union Tires. Over 140,000 users.

WHAT OTHER MOTORCYCLE POSSESSES THE EXCELLENT FEATURES OF THE N. S. U.? WHY NOT RIDE THE BEST?

Let us give you a trial run. Or write for particulars.

N. S. U. MOTOR COMPANY
206 WEST 76TH STREET, NEW YORK



The Thor Motorcycle

is unexcelled for its Efficiency and Durability

THE REASONS ARE APPARENT

¶ The Thor Geared Transmission Motor has an anti-friction bearing for driving shaft.

¶ The Transmission is integral with the Motor. It is dust-proof and self-lubricating.

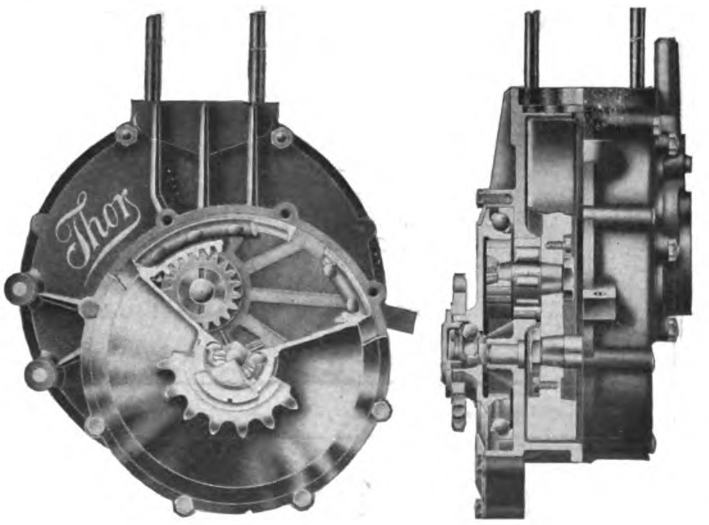
¶ The pinion on the shaft, engaging with the annular gear which runs on ball races on the rim and in the center, reduces the friction to the minimum and abolishes the short chain with its friction, noise and wear. This reduction of the friction to the minimum not only increases the power to the maximum but makes the motor of the silent type.

¶ The bearings of the annular gear being fixed, the motor is always in adjustment and there is no pulling strain or side strain on the shaft. Driving Sprocket can be changed without effecting any other part of the motor.

¶ The general design of the Thor makes it a compact and properly balanced motorcycle that permits of easy and comfortable riding.

In short, the Thor is the Progressive Motorcycle—

The
QUALITY
Motorcycle



Write at once for the Thor Agency

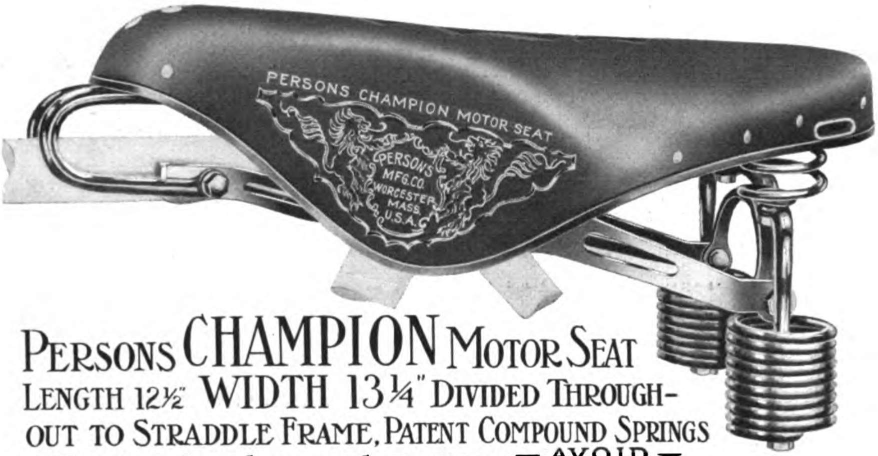
"IT'S THE LEADER"

Aurora Automatic Machinery Co.
AURORA, ILLINOIS
CHICAGO SALESROOM - 1470 Michigan Avenue

$13 Worth for $8

Pending the issuance of our catalog, and on receipt of $8, we will ship to any address *one each* of

Our Latest and Most Superb Productions

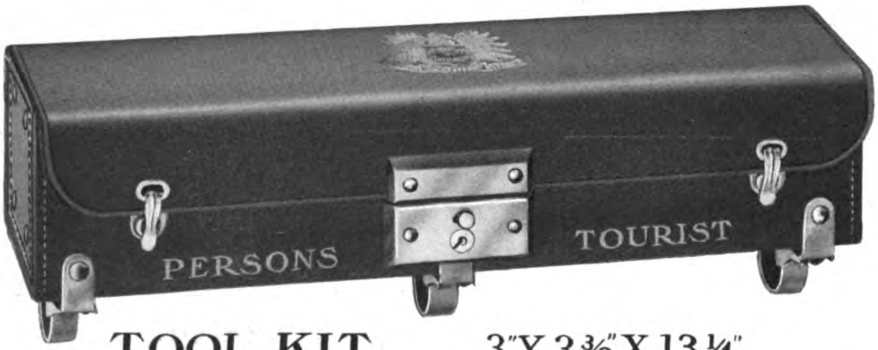

PERSONS CHAMPION MOTOR SEAT
PERSONS MFG. CO. WORCESTER MASS. U.S.A.

List Price **$9.00**

List Price **$9.00**

PERSONS CHAMPION MOTOR SEAT
LENGTH 12½" WIDTH 13¼" DIVIDED THROUGHOUT TO STRADDLE FRAME, PATENT COMPOUND SPRINGS
NO FRICTION, SIDE SWAY OR SQUEAKING. AVOID IMITATIONS

AND



List Price **$4.00**

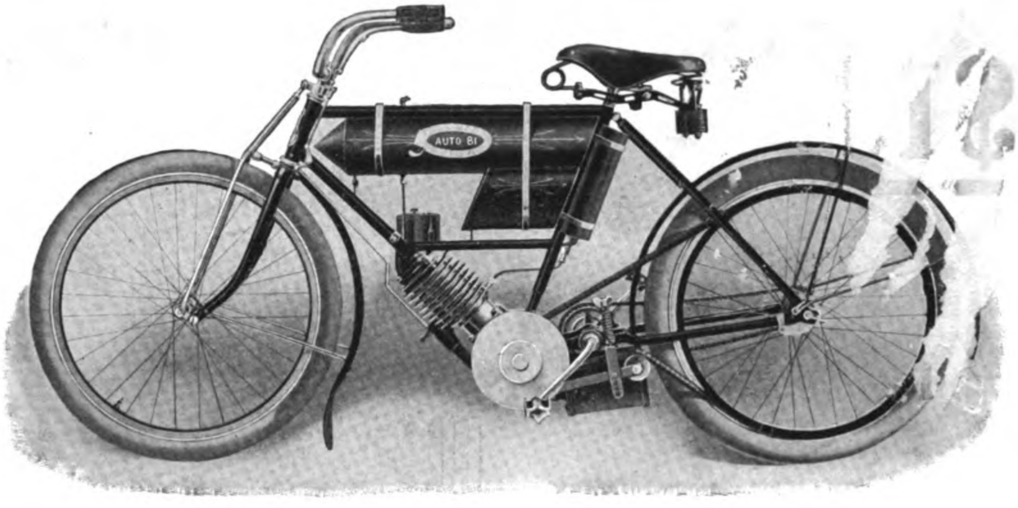
List Price **$4.00**

TOOL KIT 3"X3⅜"X13¼"
DOUBLE REINFORCED, HAND STITCHED, FLAT KEY LOCK, CAN NOT RATTLE, THREE BRACES

In other words, we will ship *both* articles for less than the price of one

If You recognize an Unusually Good Thing when You see it, now is the time to "Get Busy." The offer may remain open two weeks or two months, at our option

PERSONS MANUFACTURING COMPANY, WORCESTER, MASS.



THE AUTO-BI

Wins First Place in Five Mile Event at Wilkes-Barre, June 20

The *highest* grade Motorcycle built. It is so simply constructed anyone can handle it with ease. Three horse power, controlled with one hand, standard batteries, single piece crank shaft, Auto-Bi chain belt drive, truss cushion forks, 2½-inch G & J Tires and hollow steel rims—in fact every thing that constitutes the ideal mount for any kind of use. Not to know the AUTO-BI is evidence that you are not up to date on Motorcycles

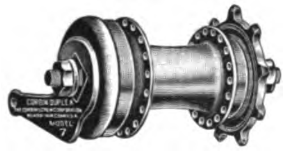
LIVE AGENTS WANTED

THE AUTO-BI COMPANY, - - 1500 Niagara Street, Buffalo, N. Y.

CORBIN HUBS FOR 1908

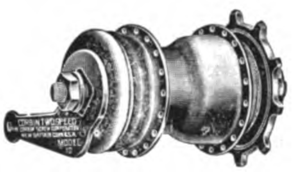
Fit Any Make of Wheel

Corbin Duplex



Coaster Brake, Model 7

Corbin Two-Speed



Coaster Brake, Model 10

Special Heavy Models for Either Chain or Belt Drive Motorcycles

Catalogue and Display Card on Request

THE CORBIN SCREW CORPORATION, New Britain, Conn.

THE MERKEL A YEAR AHEAD

MERKEL LEADERSHIP, LONG ESTABLISHED, IS LASTING

THE 1908 MERKEL

At Providence on Decoration Dav it won the majority of events and honors, winning three firsts and two seconds. At Cleveland, June 6th, a single cylinder 3 H. P. Merkel won over all competitors except a special two-cylinder 7 H. P. Machine. At Washington it has twice demonstrated its superiority. A fully equipped single cylinder 3 H. P. Machine **Won All Events.** It has climbed Mountains in California that no other motorcycle has ever ascended and won perfect scores with double and single cylinder models in Chicago M. C. Club's 300 Mile Endurance Contest.

Speed, Power, Reliability and **Comfort** all in one—**a Merkle Spring Frame Ball Bearing Motorcycle.**

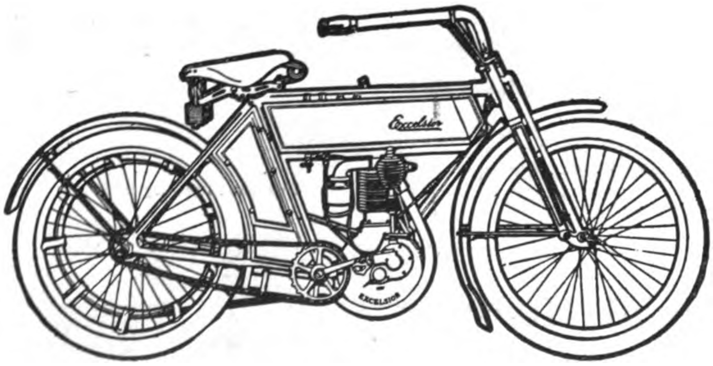
PRICE $210. WITH SPRING FORK, $225. WITH MAGNETO IGNITION, $40 ADDITIONAL

MERKEL MOTOR CO., 26TH AVE., MILWAUKEE, WIS.

REPRESENTATIVES:

Pacific Coast: Oliier & Worthington, 1030 So. Main St., Los Angeles, Cal. Chicago and Cook County, Ill.: I. H. Whipple, 260 W. Jackson Blvd., Chicago. New York, Jersey City and Long Island: E. J. Willis Co., 8 Park Place, New York City. Brooklyn, N. Y.: John Pfleiger, 1604 Bushwick Ave., Brooklyn, N. Y. Cleveland and Northeastern Ohio: L. J. Mueller, 6417 Woodland Ave., Cleveland, O.

Three Excelsior Auto-Cycles



THREE PERFECT SCORES

Not one stop in 300 miles for adjustments, alterations or repairs.

Could have run hours under the schedule but prevented by the rules.

A severe reliability test for most cycles is a joke for the

EXCELSIOR AUTO-CYCLE

The one that always makes good.

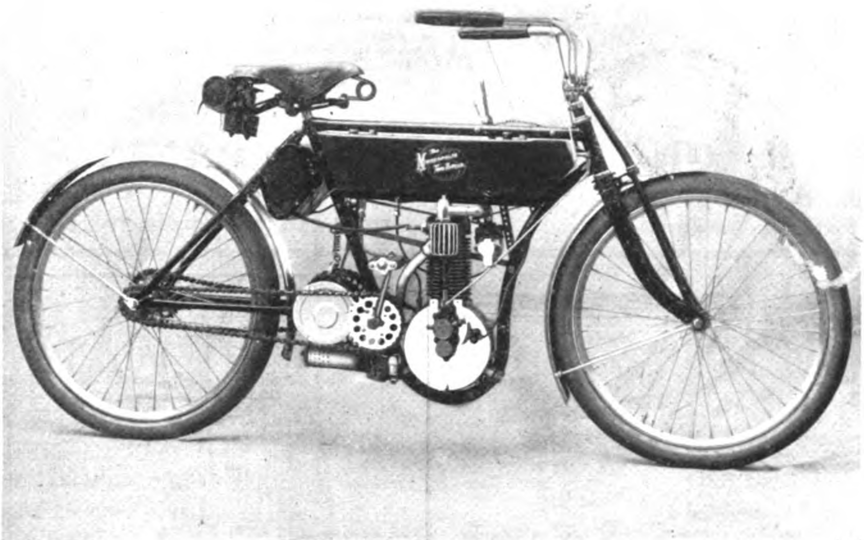
Write for our new catalog, M. C. 20, that tells why.

EXCELSIOR SUPPLY COMPANY, 233-237 Randolph St., Chicago

(Established 1876.)

A TWO-SPEED MOTORCYCLE The Minneapolis

It Climbs
hills on rough
roads that
no
other motor-
cycle
can climb



Ability to
ride slowly on
rough places
with
abundant
power is the
thing desired

Model A, Single Cylinder, $235

We offer the *First Successful* two-speed motorcycle—a high-gear for speed where safety will permit, with a low gear for hill-climbing and rough roads, and a free engine of greatest value, especially to tricars. Write at once for catalogue and complete information.

MINNEAPOLIS MOTORCYCLE CO., 517 S. Seventh St., Minneapolis, Minn.

KING QUALITY

"LIGHT" MOTORCYCLES

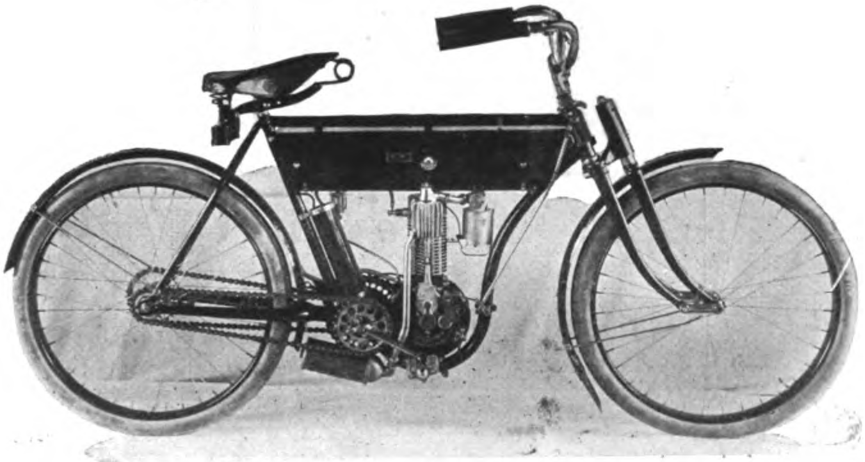
Experts say we produce the highest grade machine in the world for the money. It is 365 Days Ahead of All. Designed for *comfort*.

Speed
Simplicity
Satisfaction

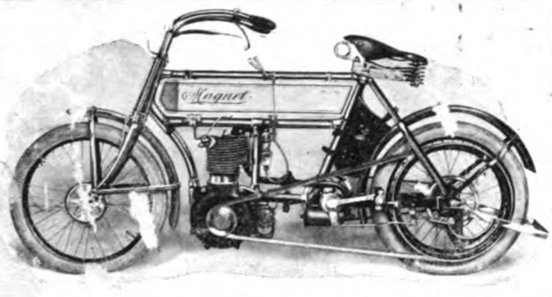
CHAIN DRIVE
With Power to Climb
ALL HILLS

PRICE

$185



THE LIGHT MANUFACTURING AND FOUNDRY CO., Motorcycle Dept. P. O. Box 560
POTTSTOWN, PENNA.



Magnet Lightweight, 2¼ H.P., $210.
Magnet Touring Single, 3½ H.P.
Magnet Touring Twin, 5½ H.P.

Touring Models Have WITHOUT EXTRA CHARGE

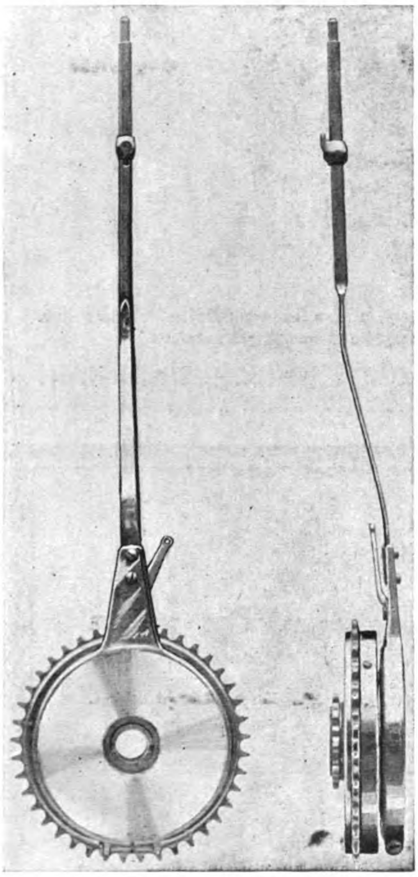
Magneto make and-break ignition Variable Pulley for 1⅛" V-belt. Selfstarting Stand. Extra heavy 2½" Tires. Two powerful band brakes. Carbureter with visible gasoline level. Long wheel base and very low saddle 30" high.

Write for full particulars

MAGNET MOTOR COMPANY,
00 Michigan Avenue, CHICAGO, ILL.

DEALERS :—Write for our proposition

THE "MAGNET" IS READY FOR THE ROAD



B.&C.

Two-Speed and Free Engine Transmission

It is of the planetary type, with gears and pinions enclosed in a dust proof case and running in a bath of oil, thus insuring their perfect lubrication at all times and consequently long life of all bearing parts.

It may be applied to any chain-driven motorcycle of the countershaft type, being designed to attach to the countershaft eccentric in the same manner as the compensating sprockets used in the regular equipment. It may be used on any machine of the above class, whether single or double cylinder, being especially desirable for tricars, delivery vans, etc.

Price, $50.00

Write for full particulars.

BUSHNELL & CANNON
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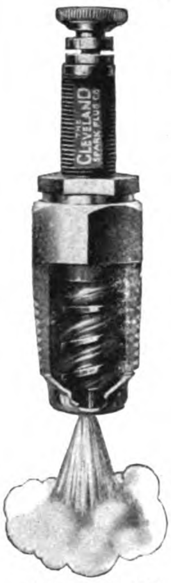
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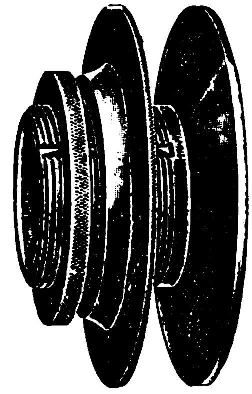

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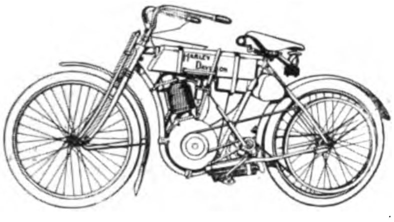

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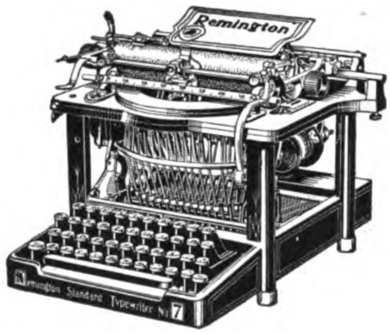

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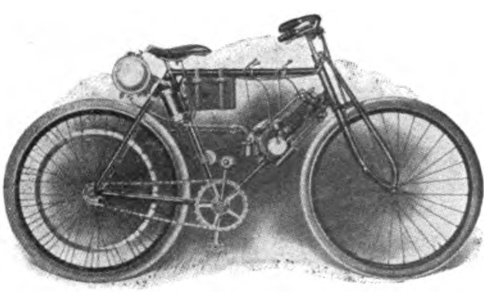

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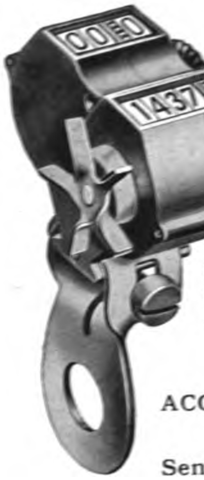

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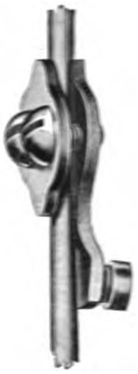

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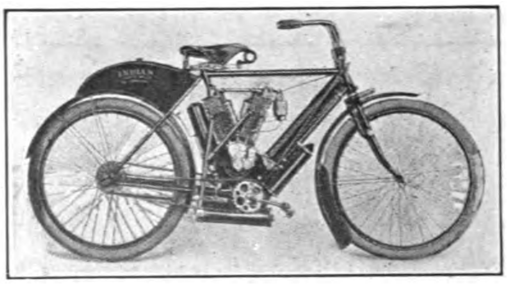

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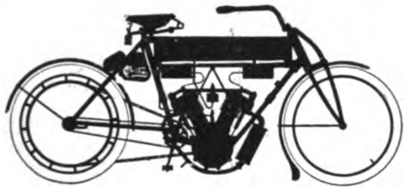

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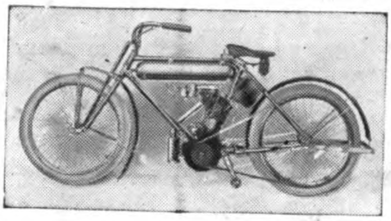

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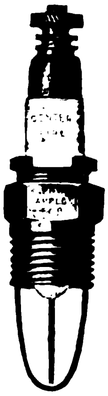

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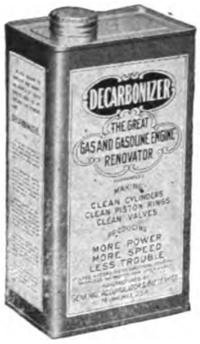
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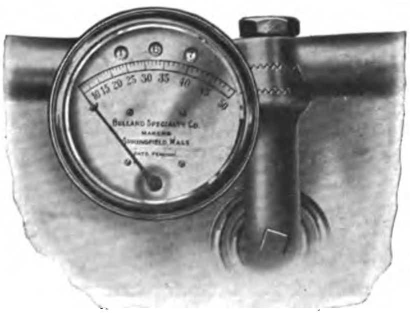

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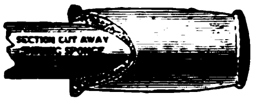

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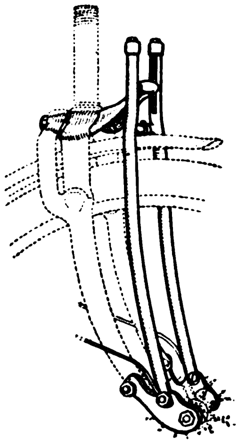

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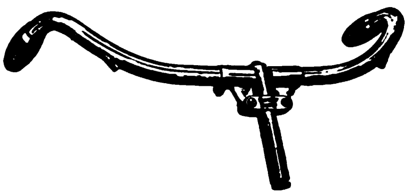

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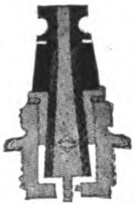

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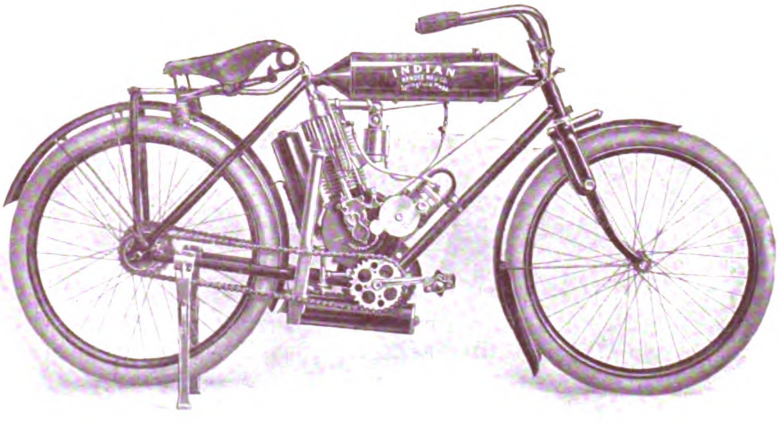

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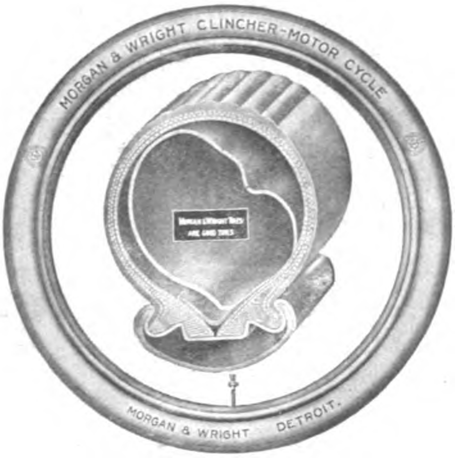

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Are Made of Woven Auto Fabric

That fact alone ought to commend them to motorcyclists as superior tires, for it is but a reasonable claim that a motorcycle tire built on the same plan and out of the same material as an auto tire will stand the racket better than one built along the lines of the bicycle tire designed only for light work.

THREE OTHER STRONG POINTS:

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Vol. III. No. 8 July 15, 1908

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SWENSON'S RIDE

NEW YORK TO CHICAGO: 49 HOURS, 40 MINUTES

ALMOST at the dropping point from loss of sleep, bronzed and weather-stained, but exceedingly jubilant, B. A. Swenson, the hardy Indian rider from Providence, R. I., dashed into Chicago last Thursday afternoon and pulled up in front of the Hendee Manufacturing Company's local branch, after establishing a New York to the Windy City record which is truly wonderful.

Racing along over strange roads at a terrific speed and surmounting difficulties that would have put a less brave or physically weaker man hopelessly out of the running, Swenson was able to hang up a record of 49 hours 40 minutes actual running time for the 1,112 miles. He left Manhattan 7 a. m., Monday morning, July 6, at the same time the Western District's New York-Chicago tour started, from the Hotel Empire, and arrived in Utica the same night at 8:15, 262 miles.

Leaving Utica the next morning at 4:10, he made Dunkirk, N. Y., a distance of 282 miles, that evening, at 8:30. But for the fact that rain had made the going bad he would have continued on to Erie, Pa., on Tuesday, as was his original intention, which would have lessened his time for the run still further.

On Wednesday, at 4:05 a. m., he left Dunkirk and reached Swanton, Ohio, that night, 314 miles, at 9:30. In this jaunt he lost the road and covered some ten or twelve miles through deep sand. Thursday saw him off at 4 a. m. on the last leg to Chicago, and at just 4:40 in the afternoon he arrived in front of 1,251 Michigan avenue, the Indian branch store in the Windy City.

Swenson lost ten hours through a broken front wheel. This happened when he run into a ditch while riding in the dark. He lost another ten hours all told in stops along the route. His total riding time was 69 hours 40 minutes, and he actually spent in the saddle 49 hours and 40 minutes.

Following are the checking points in the different towns Swenson passed through:

Poughkeepsie, N. Y.	H. Van der Snider, 52 Market
Hudson, N. Y.	Charles P. Hurman
Albany, N. Y.	F. W. Anderson, 467 Madison
Schenectady, N. Y.	G. V. Vroomans, 412 Union st.
Amsterdam, N. Y.	W. H. Fonda
Utica, N. Y.	Bowen Bros., 54 South st.
Syracuse, N. Y.	H. R. Olmstead & Son, 411 So. Clinton
Rochester, N. Y.	G. L. Muier & Co., Clinton ave., South
Buffalo, N. Y.	Neal, Clare & Neal Co., 645 Main st.
Dunkirk, N. Y.	Henry Schafer, 434 Loen st.
Erie, Pa.	Le Jeal Cycle Co., 1721 Sassafras st.
Cleveland, Ohio	L. J. Muller, 1,647 Woodland ave.
Upper Sandusky, Ohio	B. W. Martin & Son
Toledo, Ohio	Oberweger Motor Co., 11th and Main
Swanson, Ohio	———
South Bend, Ind.	Frazier & Frazier

As the photograph on the next page shows, Swenson is an "original." He is tough as oak and seems to have a severe attack of speedomania. He simply can't ride slow. In the Endurance Run he was the first to arrive in New York and the first to finish in Brooklyn on the second day. He is noted for wild flights over tremendous stretches of road through all kinds of country. He is the Indian agent at Providence, and his favorite recreation is to take a bunch of the Providence Club members out and burn up the New England roads for eight or ten hours. He usually offers to buy dinners for the crowd if they finish "the run," as he calls it. Then he gets out and beats it so fast that there is only one survivor, and he is—Swenson. In the near future Swenson may be expected to do some remarkable things on both road and path, especially over the longer distances.

B. A. SWENSON, HEAP BIG INJUN.

NEW YORK—CHICAGO

Twenty Men Start in The F. A. M. Western District Tour—Seventeen Men Reach Cleveland in Fine Shape

CLEVELAND, Ohio, July 13.—The New York to Chicago motorcycle tour started off under favorable weather conditions on Monday, July 6, at 7 a. m. The twenty contestants included the pick of the best rough riders of the East and Middle West, all confident that their respective teams would win the cup. The tourmaster, I. F. Alofsin, better known as "Magneto Jr.," had planned things to perfection, especially on the publicity end en route with the newspapers. Each city, town and village was expecting the tourists. The night controls were made at the best hotels, and they received the dusty brigade with open arms. The roads that these tourists covered, it must be borne in mind, were not boulevards. They were of the sort on which a four-wheeled vehicle would be most convenient. The motorists encountered along the route called the brigade of twenty "The Jack Rabbits." And the name has stuck, for the boys have organized a club known as the New York to Chicago Jack Rabbits.

The G. & J. Tire people have a 6-cylinder automobile on the tour and they have all they can do to keep up with these rough riders through the sand and mud. I am confident that the entire lot of tourists have felt that they were perfectly safe in taking chances in the rough going, due to the fact that this car was trailing on. Mr. Herbert Githens, in charge, would always halt whenever a motorcyclist stopped on the roadside, would enquire if he was all right, and would stand by until he was started on his way again. It made no difference to him if the contestant had another than the G. & J. make of tires. "Herb," as the boys took the liberty of calling him, was on the spot to help on the tire situation, and to encourage the rider on his way. Much credit must be given to the G. & J. people for going to the enormous expense of sending a 6-cylinder car through with the boys. Eventually the contestants managed to get their dress suit cases into this car; and, finally, it served as an ambulance. And good-natured Herb Githens smiled, for he knew that by stretching the policy he had formed at the start he was making the boys feel good and helping them to have a good time. For each evening they had clean clothes and could get out to see the sights.

Along the entire route all have had a good time, and as they are all hardened riders they were not too tired at the end of the day's run to pass up a good time during the evening. The manner in which the tourists have been received by every one is indeed most gratifying, and the motorcyclists in towns along the route were only too anxious to act as guides to conduct them through the city out into the country. The sum total of trouble encountered by each motorcyclist has been so small that it is enough to make both the skeptic and the expert marvel. And as for the tires, it has been now proven that the makers of motorcycle tires have solved the problem on that score, for the abuse that the boys have given them on this run is something awful. Most all have had punctures, but only two or three have cut the outer shoes on glass or on sharp stones.

Lots of fine team work is being done and many funny situations have come up. One of the boys on the Excelsior team was chased by a man in an auto who was shouting as loud as a human being could; and the Excelsior boy was riding as fast as he could, thinking that if Mr. Man in the auto caught up to him he would be arrested. On slowing down to oil up the autoist caught up with him and shouted out: "You damned fool, I have been trying to get you to tell you that you are on the wrong road." Another chap stopped to let pass a team that looked balky to him. So as to avoid trouble with the occupants of the wagon, and as the stop was made in deep sand, the rider remounted his machine, and had to pedal some distance to get it started. But he was repaid by a remark of the driver of the vehicle, who said: "Swap it for a dog and shoot the dog." The next motorcyclist to come along was not so considerate and Mr. Driver had his hands full.

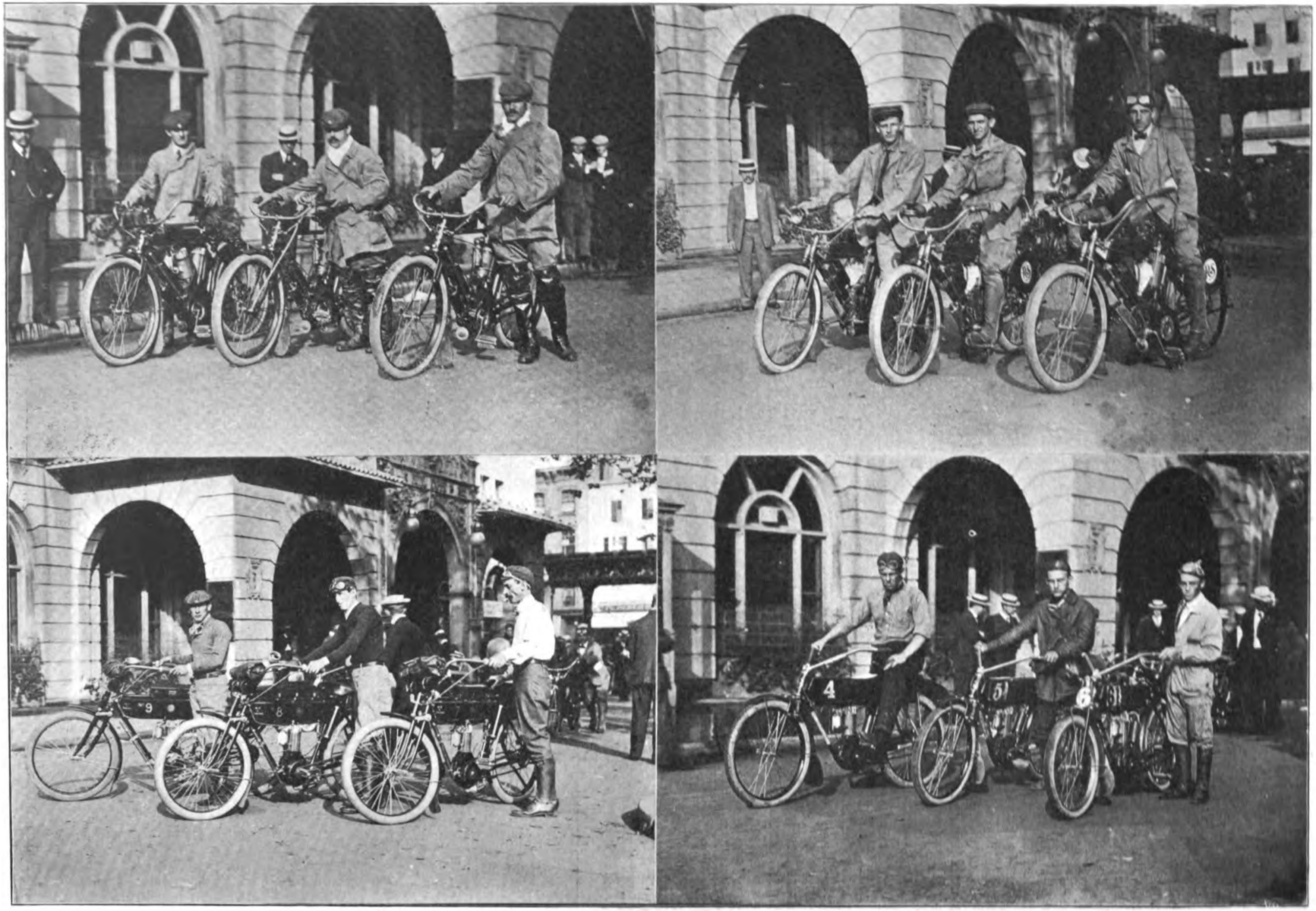
The first day's ride was to Albany though dinner was taken at Poughkeepsie, which was a checking station. It was at this place that the Light team was missing, and all were wondering what was the trouble when one or two in the party hinted that they had quit. But such was not the case. Twenty miles away from a repair shop G. A. Sherman's machine had a lower crank bearing freeze, a fault that sometimes happens with a new motor, and which, as a rule, is sufficient cause for a contestant to drop out. But not for the Light team. Out came the motor from the frame and it was all pulled apart, having only the grass for a bench and hands for a vise. And as the motor was being assembled Sherman said: "Boys, let us pray that we can get the fly wheel turning true." Fortune favored them and the fly wheel ran true. The job was done, but five hours had been lost, and with a bunch of hard riders in front, a stern chase is a long one.

The seventeen riders arrived at Albany on time, all wondering where the Light team was, when a wire was received from Sherman: "We are riding on. Seized motor. Will meet you in the morning." They put up at Rhinebeck for the night and started at 4 a. m. to catch the seventeen riders. Punctures delayed them. They arrived in Albany two hours after the main party had left. Amsterdam was the next control. The seventeen arrived on time. The Light team arrived there one hour after. Things looked good for them to get into Utica a little after the seventeen riders. The seventeen riders arrived in Utica on time. But during the afternoon a terrific rain storm overtook the Light team and they floundered in the mud trying their best to recover the lost ground. Providence was with the seventeen. They had no rain.

The Light team put up at St. Johnsville for the night. Rain all night. Just a little at Utica. The seventeen leave on Wednesday at 7. Fred Huyck, one of the Thor team, has seized motor; drops out. Light team arrive in Utica after a struggle in the mud east of Little Falls. The night control was Rochester. The seventeen riders had no rain. The Light team began to get dry roads. Syracuse was made for supper and they intended to make Rochester that night or bust. Misfortune again overtook them. While riding in the dark without lamps, Sherman and Lake had stopped to adjust some luggage. Erickson rode on ahead, but he got an idea that they were in trouble, turned round and came back to look them up. Sherman had started and was going about fifteen miles an hour, when suddenly Erickson loomed up about three feet in front of Sherman, coming head-on. Sherman turned quickly to the left, too late to avoid an accident, but just quick enough to prevent perhaps the death of both. The result was that Erickson's handlebars struck Sherman's hand, breaking it and the wrist. This was in the town of Elbridge, N. Y., and the only doctor was out of town.

Here they put up over night and the next morning, at seven, Sherman started his two riders on to Rochester and Buffalo. After expressing his machine, which was in good shape, to the factory, he proceeded to Syracuse for medical attention, and then joined the tourists at Buffalo, and from that time on has been a guest of Mr. Githens in the tire car. The balance of the Light team covered over 200 miles in less than ten hours over the roughest kind of going and caught the bunch at Buffalo that evening. On Thursday morning sixteen riders left the Power House, Rochester, and were in Buffalo at noon. Here all stopped and had a pleasant afternoon. Dealers and riders there did their best to entertain the tourists. Mr. Chadeayne

THE G & J GOOD SAMARITANS AT STORM KING ON THE HUDSON.



FOUR OF THE COMPETING TEAMS IN THE NEW YORK-CHICAGO TOUR—UPPER: INDIAN AND READING STANDARD. LOWER: LIGHT AND THOR.

president of the Auto-Bi Company, was chief guide to the boys in the city that day, and the next morning he put them on the right road to Erie. Mr. Chadeayne did everything in his power to give the tourists a good time.

It was while coming into Buffalo that the Excelsior team's score was broken. N. C. Trumpour broke an exhaust valve and pedalled his machine in the hot sun for nine miles and, on arrival at control at the Lenox Hotel, he fell off his machine in a faint, overcome by the heat and exertion. On Friday at 8 a. m. the riders started for Erie, Pa., all arriving on time at 4:20 p. m. On Saturday the start was made from Erie at 7 a. m., for Cleveland. At Ashtabula, Ohio, the Merkel team, who had a perfect score, met with their misfortune. Ed. Buffum's motor took a strange freak and blew the entire cylinder from the base; repairs were out of question. He was compelled to withdraw, having the sympathy of all, after such a hard, long ride. Cleveland was reached at 1:20 p. m., with the entire seventeen riders on time. Here a layover until Monday morning was arranged, for a good hard ride of 163 miles of sandy roads. Every one well but Sherman, and having a good time.

Sunday, July 12, Cleveland, score:

Excelsior Team—J. S. Woodworth, Chicago, perfect; N. C. Trumpour, Chicago, 10 points; A. G. Lyon, Chicago, perfect.

Thor Team—C. S. Hinckley, Aurora, Ill., perfect; R. W. DuSell, Aurora, Ill., perfect; Fred Huyck, Chicago, Ill., out.

Merkel Team—Edward Buffum, Milwaukee, out; W. P. White, Milwaukee, perfect; J. A. Turner, Chicago, perfect.

Indian Team—Stanley T. Kellogg, Bridgeport, perfect; George N. Holden, Springfield, Mass., perfect; Bert S. Barrows, Springfield, Mass., perfect.

Reading-Standard Team—William Bewley, Reading, Pa., perfect; George C. Smith, Newark, N. J., perfect; E. T. Banes, Philadelphia, perfect.

Unattached Riders—George W. Lyon, Chicago, Torpedo, perfect; Joseph DeSalvo, Chicago, Armac, 8½ points.

Light Team—George W. Sherman, Pottstown, Pa., out; Perry Lake, Pottstown, Pa., penalized; F. O. Erickson, Brooklyn, N. Y., penalized.

ONLY ONE DIAMOND MEDAL AWARDED

AT last the atmosphere has been cleared of the doubt hanging over the contestants' minds ever since the conclusion of the 1908 annual endurance run of the F. A. M., on June 30. On his return to New York city, on Monday of this week, after a few days of recuperation at Lake Mahopac, Roland Douglas, chairman of the Competition Committee of the F. A. M., and referee of this year's endurance run, announced his decision in the matter. No diamond medal will be awarded in the private owners' class. The protest over the length of the second day's course, lodged by Messrs. Baker, Holden and Hastings, has been allowed, as on investigation it has been shown that the contestants had to cover eight miles more of Long Island roads than the official distance and time cards called for.

Rather than award the diamond medal, where the competition was so keen and no one man's score was clean-cut enough to entitle him to the extra five points for the most consistant running, the officials have decided to award gold honor medals to all perfect score men. The table of starters, finishers and perfect scores printed in Motorcycle Illustrated, July 1, therefore stands as it is and the following table supplements it. All of the following in Class A receive honor medals, the two highest scores among the single cylinder riders being good because there were none perfect.

This decision does not affect the Class B men, amateurs engaged in the trade, and the diamond medal goes to Walter Davidson, as was announced in Motorcycle Illustrated of July 1.

All following will be awarded gold honor medals:

Class A, Private Owners, Single Cylinder Motorcycles—J. A. Turner, Chicago, Ill., 3-h.p. Merkel, score, 980; E. T. Banes, Philadelphia, Pa., 3-h.p. R-S., score, 975.

Private Owners, Multi-Cylinder Motorcycles—A. G. Chapple, New York city, 6-h.p. N. S. U., score, 1,000; A. Carlton, Hillsdale, Mich., 6-h.p. Curtiss, score, 1,000; T. K. Hastings, New York city, 5-h.p. Indian, score, 1,000.

Class B, Amateurs Engaged in the Trade—Diamond medal awarded to Walter Davidson, Milwaukee, Wis., 3½-h.p. Harley-Davidson, for a perfect score, plus 5, for most consistent running.

The following receive gold honor medals:

Single Cylinder Motorcycles—William C. Chadeayne, Buffalo, N. Y., 3-h.p. Auto-Bi, score, 1,000; F. A. Baker, New York city, 3½-h.p. Indian, score, 1,000; W. H. Latham, Boston, Mass, 3-h.p. Merkel, score, 1,000; Charles Ruck, New York city, 2¼-h.p. Indian, score, 1,000; Edward Buffum, Milwaukee, Wis., 3-h.p. Merkel, score, 1,000; George F. Mack, Reading, Pa., 3-h. R.-S., score, 1,000.

Multi-Cylinder Motorcycles—J. F. McLaughlin, New York city, 6-h.p. N. S. U., score, 1,000; J. A. Schleicher, Mt. Vernon, N. Y., 6-h.p. N. S. U., score, 1,000; Albert D. Cook, Hammondsport, N. Y., 6-h.p. Curtis, 1,000; George N. Holden, Springfield, Mass., 5-h.p. Indian, score, 1000; Earle L. Ovington, New York City, 5-h.p. F. N., score, 1,000.

GOOD RACING IN INDIANAPOLIS

THREE thousand spectators witnessed the racing at the Fair Grounds track at Crawfordsville, Ind., on July 4th. All the contestants were members of the Indianapolis Motorcycle Club. There were five races. The winners of first place in the first four races were entered in the final race. This was the big contest of the day. Bretney won the race, covering the distance of ten miles in 13 minutes 17 seconds. This time is considered remarkable, as the track was slippery and was only a half mile in circumference and not well banked. The results of the races were as follows:

First Race—Two and one-half horsepower machines, five miles. Brener, Indian, first; Baker, Indian, second; Rice, Indian, third; McAree, Indian, fourth. Time, 8.42 2-3.

Second Race—Three and one-half horsepower machines, five miles. Bretney, Indian, first; Kottlowski, Thor, second; Oldacre, Indian, third; Pope, Harley-Davidson, fourth. Time, 8.30.

Third Race—Twin cylinder, four or more horsepower, ten miles—Sink, Thor, first; Rose, Indian, second; Langham, Indian, third; Holstein, Indian, fourth. Time, 13.57.

Fourth Race—Free-for-all, two miles. Sink, Thor, first; Miller, Indian, second; Bretney, Indian, third; Rose, Indian, fourth. Time, 3.00.

Fifth Race—Winners' race, ten miles. Bretney, Indian, first; Miller, Indian, second; Sink, Thor, third; Brenner, Indian, fourth. Time, 13.17. Winner gets Hendee Manufacturing Company Cup.

SOME SIMPLE HINTS

Pocket Tools.—It is a sore temptation always to carry a small paraffin can, adjustable spanner and screwdriver in the pockets. In this way many good coats are ruined by budding motorcyclists. Many excellent little pocket cases containing these and other handy essentials of first quality, and in leather cases, are on the market.

Restarting a Motorbicycle Up Hill.—A weakly rider with a single-geared machine and no clutch should return to the bottom and make a fresh start, or else find a side road descending to enter the hill at angle. A strong rider should make the most careful preparations, flooding carburetter, injecting a little petrol into the cylinders and then give a good push. One strong, masterful heave is worth yards of weak, half-hearted pushing. Do not mount the instant the engine fires, if the grade is steep, but allow it a yard or so to pick up speed.

Riding Position.—The most comfortable and safest riding position is afforded by setting the saddle low down amidships, fitting footrests in a natural position to match, and bending over the ends of the handlebars at an angle so that if produced they would strike the ground a few feet to the rear of the machine. The so-called "racing" position renders one less master of the machine on grease, looks ungraceful and removes necessary weight from the front wheel.

Sidecars.—The rigid sidecar is the cheapest pattern. Its advantages are that it is not very comfortable to drive at any speed over twenty-five miles an hour, it is not readily detached and much care is required in turning corners with it until expert. Its advantages are that it is perfectly immune from sideslip. The Montgomery sidecar can be attached or detached at any moment in a couple of minutes, and is very pleasant to drive at all speeds. The Castor wheel sidecar is also very comfortable to drive. The rigid sidecar alone of these is entirely immune from sideslip, but the other two are perfectly steady if an armored tread is used on the bicycle's rear tire. It is folly to fit a sidecar to a bicycle that is poorly braked. If the sidecar wheel be braked, the steering will be interfered with. The sidecar is preferably fitted to the lefthand side of the machine, as ladies dislike being too close to approaching traffic. Fitting it on the right hand has, however, one great advantage—it is easier to mount the bicycle from the left side than the right. A side lamp is essential and a tail lamp is advisable.

Sideslip.—A sensible, confident driver will sideslip no more on two wheels than on four. A quadcar slips exactly like a car, and if a driver is troubled by it he should use armored tires on the rear wheels. A tricar with a smooth rear tire does not sideslip, but waggles gently, and will sometimes fail to answer the helm round a sharp corner when the road is greasy. A tricar with an armored rear tire is as steady as a rock. A rigid sidecar does not sideslip. A flexible or castor sidecar can skid badly, but will not skid at all if provided with an armored tread on the rear tire of the bicycle. A trailer is dangerous on greasy roads. A motorbicycle depends for safety rather on the pluck and personality of the driver than on the nature of the machine and roads. Any one can hold up the modern belt driver if he makes up his mind to it. Difficult machines to handle over grease are those with chain drive, high frames and high gears. A non-skid band fitted with either rubber or steel studs on the rear tire is less liable to skid.

Silencers.—It is a great mistake to have too good a silencer. A motorbicycle catches the eye far less than a car, and a silent motorbicycle is likely to be concerned in accidents. If a really good silencer is fitted the horn will have to be used *ad nauseam*. A cut-out should be fitted for the sake of climbing exceptional hills, but should never be opened in the neighborhood of traffic or houses. If a very quiet silencer is wanted for passenger work the Sharp silencers secured highest marks (over 80 per cent.) in the only trial ever held for motorcycle silencers. The silencer must be kept clear from burnt oil, otherwise heavy back pressure will be put upon the engine.

Springs for Passenger Machines.—It is a great mistake to order a fore or sidecar without specifying the weight of the usual passenger. The makers know what strength of spring is best suite to particular loads.

Testing Platinum.—Platinum being a precious metal, price considerations have caused people to market contact fitments equipped with rivets of other metals, which soon burn and pit and lead to misfiring and loss of power. Any jeweller will test a suspected contact, or it may be tested at home by placing a small filing of the suspected metal in a test tube with a few drops of nitric acid and heating it over a Bunsen burner, when true platinum will be found to stand the heat, but imitations will dissolve and dye the acid green.

Tools and How to Carry Them.—The best outfit for motorists is a roll-up looped strip with pockets for oddments in the end. The touring kit should include: One 8-inch wrench, one small adjustable spanner, special open-ended wrenches for all inaccessible nuts, trembler coil or magneto spanner if either is used, small pair of flat nosed pliers; short, strong screwdriver, valve spring remover, half round file with cover, contact file and case, tire repair kit, inflator, oil can, paraffin or petrol can, copper wire (thick and thin), sparking plug, valve cap and compression tap washers, two spare valves complete, three spare plugs complete, belt punch or drill, two spare belt fasteners, fine wire for clearing carburetter jet, sundry nuts and bolts, one or two spare nipples for Bowden wires if used. —"Road Rider," in London *Motor Cyclist*.

MORE SPEED TRAPS

Warnings of speed traps in active operation in the near vicinity of New York were recently issued by the A. C. A., as follows:

Larchmont, just beyond Blossom Heath Inn. Motorcycle policemen watching the Post road at Mamaroneck.

Newcastle Corners, near Mount Kisco.

At Castle Point, near North White Plains, just beyond the end of North Broadway, in White Plains.

The constables are still "working" the stretch between Metuchen and New Brunswick, and also between Perth Amboy and Metuchen.

Be very circumspect at Browntown, a post office located between Old Bridge and Mattawan.

The St. George-Tottenville road along the south shore of Staten Island is patrolled and carefully watched.

Motorists touring to Boston must be careful at Long Meadow, just south of Springfield; also at North Wilbraham, east of Springfield.

Central Valley and Highland Mills, Orange County, N. Y. (Tuxedo route). A constable is stationed one mile south of Central Valley. On entering the main road to Central Valley, on sharp left turn after descending long hill, two constables take the time of each machine from that point to the drug store in Central Valley. From there to a place called "Wheelman's Rest," on right side of road going north, the speed of each machine is taken,

ECHOES OF JOY

FROM THE

F. A. M. BING-BANG FEST

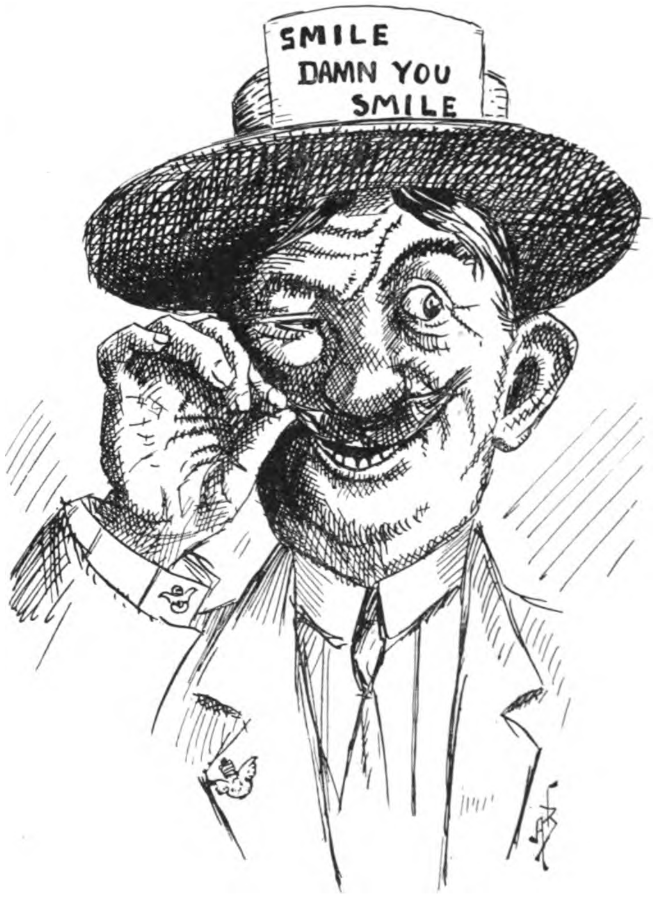
By AL. BARTSCH

"And here endeth the First Day; but there are other days which have not yet been touched."
—From *F. A. M. Programme.*

FOR once Secretary Wehman's stop watch was wrong. He predicted that the first day of the F. A. M. Meet, otherwise known on the calendar as July 1st, would have an ending, and had accordingly quoted for the Second Day:

"There will be no end to the Second Day. The Second Day will merge into the Third without it."

The ever-smiling secretary had evidently made a miscalculation with his capacity meter, for the First Day merged into the Second and the Second into the Third without a stop and with such swiftness that, by that time, owing to coincidences, everybody became mixed and would never have known there was a Fourth Day had not the usual din of the Glorious Fourth awakened the peaceful (not) slumbers of their "katzenjammers." It was almost as Fred Baker had predicted: "If anybody takes in everything on the programme he'll need an ambulance." When Saturday arrived the ever-present member, with the smile on his hat and underneath, had even forgotten to crack his face from ear to ear. The strenuous time handed out by the Meet Club was too much for him. There was during this meet, if there never was before, "a before and an after."



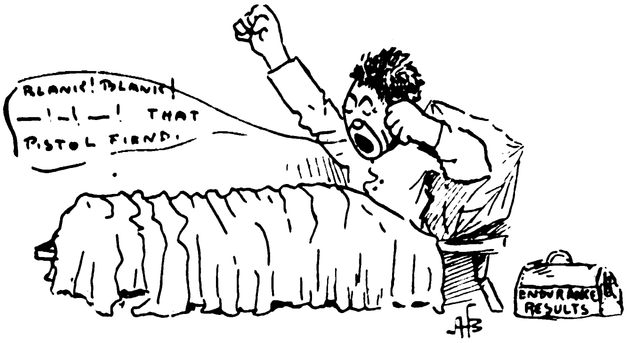
A TYPICAL BING-BANG FESTER.

The first day started in quite merrily, although most of the Endurance contestants were nursing swollen and sore portions of their anatomies. A few members turned out to take part in the sightseeing runs around New York City; but as evening approached, the F. A. M.'s began to swarm in around the Hotel Empire, where, upon registering, they received a handsome gold-plated souvenir button, a programme and several other mementos well worth keeping. The hotel corridor and meet room simply buzzed with endurance talk, together with the twingle-twangle of magnetos, spark plugs and belt-drive arguments, so much enthused over and enjoyed by the motorcyclist. A pleasing feature of the evening was the large number of new members brought into the Federation. This has certainly been a banner year so far, and before many 365's roll by the F. A. M. will rival in strength that old and once powerful organization, the L. A. W.

At eight o'clock over fifty of the out-of-town members took the trip to Coney Island by automobile, instead of trolley, as had been previously arranged. With smiling faces and high-beating hearts they poured into the two large "rubberneck" coaches, and, under the guidance of a few New York "Old Salts," thundered down Broadway to and over the Williamsburg Bridge and via Brooklyn to Coney, making the first stop at Luna Park. As they entered—it seemed prearranged—the big band of the Wild West Show met them at the gate and escorted that "Smile, Damn You, Smile" bunch into the glittering maze of Luna's electric lights. Just then the clock struck ten—they were off—with tanks empty, a willingness to lubricate, and human motors in prime condition. They started in at a pace to kill. Endurance Contest No. 2 had commenced.

Meanwhile, there was still a crowd of motorists left at the Empire, who, having already seen Coney in all its glories, wandered down the "Great White Way" and took in one or the other of the summer shows. Out of that crowd sifted the "Big Six," or, as they were later named, the "Speed Merchants." They were Captain Chapple, Indian Chiefs Stanley Kellogg and Walter Goerke; the "Policeman's Joy," Billy Wray; Al Bartsch, and the trainer, Freddie Horenburger, so dubbed on account of his light yellow knickerbockers and coat. He had motored to the hotel to escort those who wished to make the Coney trip by cycle; but the majority seemed to have preferred the Benzine Buggies, they being more steady and safe in the wee, sma' hours.

There was not enough room in the rubberneck coaches for the "Speed Merchants," so the "Big Six" took to the subway and the "sub" took them to Brooklyn, via the under-water route. Trainer Horenburger tried to increase the party's number by capturing a mermaid under the East River; but as he is such a good "tickler of the ivories"


BLANK! BLANK! —!—!—! THAT PISTOL FIEND.
ENDURANCE RESULTS

DOUGLAS: 5.30 A. M.

(otherwise known as a piano player), he skipped over the scales and missed her. This is true, for some of the scales flew into the car, and Goerke, slipping from his seat, jumped on them and gave himself a weigh. (Joke.)

However, strange as it may seem, in the rush and jumble of it all, and while making the change from the subway to the Coney Island Express, so called because it makes the trip to Coney Island "expressly" slow, Indian Chief Goerke must have spied a scalp and scooted to regions unknown.

"One man got lost, but is still alive;
We started with six, but landed with five."

Arriving at Luna Park just in time to view the parade of F. A. M.'s entering, we tried to mingle with them; but it was like a lot of colts let loose. They were off, shooting the shoots, bumping the bumps and spieling away with the Merry Widows of the island. One of the shooting galleries at which Chapple, Kellogg and Wray held a shooting contest, had to close down till the proprietor could send for a new lot of glass balls. Such records as nine out of ten weren't in it when these sharp-eyed speeders got going, and if Billy Wray could get his eye on the cops as well as he did on the glass balls he'd be slightly better off financially. Much amusement was afforded when Chapple spied a row of small tin Indians on the back fence, and, as Freddie the Trainer would shout out, "Here comes Hoyt, or Widmayer, or Baker!" he'd pop 'em off one after the other.

Next we visited our colored friend, Mr. Perry, who rides a double N. S. U. as well as he cuts out silhouettes. The way he cut the profiles of Stanley and Chapple out of black paper was marvellous. After exchanging cards and signatures we wended our way along the Bowery, taking in everything that rode fast. The faster it went, the more we'd ride. We started up the big inclines and whizzed away down hills and round corners. Yells of Hensonville Hill, Palenville Mountain and Paterson Stadium rent the air. Never did a crowd of motorcyclists enjoy the island more; and as the clock passed on to early morning we advanced our sparks for home, tired but satisfied with ourselves, each vowing to appear at the Bing Bang Fest that evening at Roslyn. So merged the First Day into the Second.

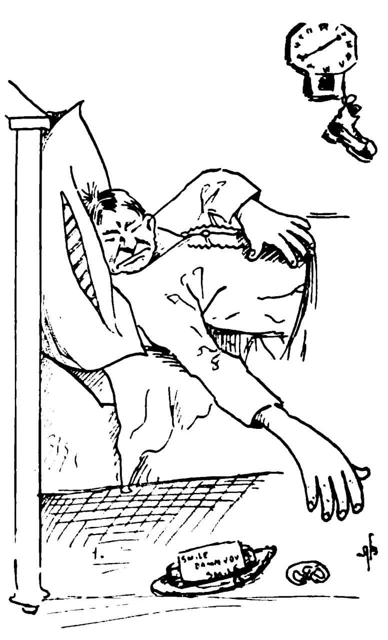
Early in the afternoon of July 2nd the Thirty-fourth Street Ferry carried the F. A. M. motorists to Long Island City. The migration to Roslyn had commenced. This town has always been a neat and quiet little village; but it now was making ready to meet its fate. The farmers had always smiled on us genially; but Henry W. said: "Old King Cole was a merry old soul; but there are others"—and there were. We were going out to enjoy ourselves and do our own smiling, and our joy was to be of that kind which knows no bounds. Mike Toepel and "Long" Morton were busy arranging for the tilting and spearing contests for the amusement of our ladies, and things were getting mighty interesting. A stout wire was stretched across the road and on this were hung bags. Each bag was supposed to hold a prize; those that didn't held confetti, and one a miniature thunder shower.

Toepel, who is full of extra dry humor, had filled one of the bags with water, and when one of the motor spearers made a dash for the bags and aimed at the shower—Ouch! he got wet. Another fellow made a jab and nearly fell in the dust, for he was choked with the quart of confetti which the bag contained. Pipes, wrenches and all sorts of useful presents were contained in the bags for the men. Out of the dozen contestants Mike Toepel, the one-armed rider, who is known all over the country for his clever riding, surprised everyone by capturing three bags. He rode to the wire at a good clip and then, without his hand on the bar, speared his prize every shot.

The ladies—they had it easier and better, and why not? Had they not been waiting up two nights for hubby and deserved reward? They simply sat in their tricars and as their husbands manipulated the throttle and spark, the feminine beauties speared the prize bags as they shot under the wire. This contest was interesting to the fever point, for one of the bags contained a diamond ring, and you can imagine a lot of women after a prize like that. Mrs. Wehman was the lucky winner of the diamond ring, while Mrs. Morton won a diamond ring also; but she wasn't contented. Seemed funny, too, for it was ten times as large as Mrs. Wehman's, they say, so I investigated. It *was* ten times as large, that was true; but it was a stage diamond. However, Mrs. Morton has it home in the ice box, and is satisfied with the large decrease in her ice bills. The other bags included purses, hatpins, handkerchiefs, etc., each lady receiving one or more prizes as souvenirs of the meet.

A look of anxiety now seemed to come over the crowd. They were hungry and the clock had covered its face with its hands until it read 7 p. m., and no call for feed. Then someone shouted "Dinner!" and there was a terrible hubbub as the dining room rapidly filled.

First on the menu (which I couldn't find) was ice water; then bread and butter and soup. And after a wait of twenty minutes a waiter must have found the necessary chicken and its nest, for he handed us out a portion of good German ham omelet. Beef tenderloin, with ball bearings (peas), came next, followed with salad, sliced Dill pickles and olives, ice cream, cake and coffee, and the usual after dish, with picks. Then up spoke Brother Viereck, the champion story pusher of the New York Motorcycle Club. "Gee whiz, fellows," said he, "I've got my basket filled all right, but who's got Marguerite and where is the rest of those other skirts Wehman spoke of? They're all men waiters. Give me my money back." But after a confidential chat some one spirited "Ally, old boy" outside to help "Fire Worker" Horenburger shoot off the fireworks, a large crate of which made the surrounding grounds gay with colored lights, awakening the roosters and gathering the farmers from near and far.



MR. MORTON RESTS.

Meanwhile, Nickerson, who always does things just right, was recruiting those who intended to take part in the economy contest of Friday morning and had them bring their machines to him, where he soldered the necessary seal and wire on the gasoline caps, so as not to delay things at the start. The barn at the back of the hotel was used for this purpose, and all the machines of the contestants and others were stored there for the night, under the watchful eye of Mr. Nickerson, who kindly volunteered to sit up all night and see that there was no tampering. Inside the hotel, Toepel, Wehman and Morton were getting things ready for the smoker, and it was with difficulty that they got around, owing to the crowd that was jammed inside. After all the preparations were made and the fireworks over, the bar at the foot of the stairs was lifted. (This was a wooden bar across the stairs, not the bar in the bar room, which never lifted till morning, although numerous loads departed from its doors.) The crowd jammed the stairway, which threatened to give way under the strain, and a regular gauntlet had to be run before members were allowed admittance to the hall.

First, it was required that they sign the register, and after passing under Secretary Wehman's gaze, who played the part of artist, each man was decorated with a band of red aniline dye around the thumb. If a man had two cylinders, two bands were given to him. If an F. N. he got a good dose; for the dye was on to stay and all the washing and scrubbing couldn't remove the sign of F. A. M.-ism. Passing on he received his card, "Smile, Damn You, Smile," with other interesting reading matter; also a beautiful brierwood pipe in the shape of an axe, donated by the good natured Charles F. Splitdorf, whose coils and magnetos are so well known among us. Passing on down a long, dark hall, with orders from Mr. Toepel to shout out loud, "Do it now!" each member was treated to a dose of slapstick as he bent low to pass under the blocked doorway. This so surprised most members that they jumped three feet high. The slapstick was composed of two barrel staves with a recess at the end holding a blank cartridge, which went off like the roar of a cannon as each member had his pistol pocket warmed. This weapon, in the hands of Al. Viereck, played a big part in making things lively.

JOHNNY NESTOR.

Somehow or other the stick became turned around, and when "Mud Splasher" Davis came down the hall to receive his, the wad from the cartridge went through the seat of his trousers and inflicted a slight burn on—that delicate portion that occupies the saddle of his motorcycle. He stuffed a handkerchief in the hole of his trousers over the wound and limped downstairs for some liniment. A kind-hearted lady met him in the hallway and exclaimed: "Oh, Mr. Davis, where are you hurt?" He, being a gentleman, and equal to the occasion, replied, "Under the handkerchief"—and the fun rolled on.

After each slap of the stick, each member accidentally on purpose stepped on a steel plate which gave him a shock of electric juice, intensified by a Splitdorf coil, that made his hair stand. After this long list of punishments, which were generously donated to each member, he found himself in the Chamber of Entertainment, where beer flowed unceasingly and gasolonowhiskey (copyrighted) squirted from the "fountain a la electric."

MME. LOLA.

At 9.30 the hall was filled to suffocation, and, although there were rivers of beer flowing around, held in check by waiters, the heat was awful, and coats and collars were soon flung to the winds. The "orchestra" was noisy, but the gallery was as unruly as in a burlesque theater. The so-called gallery consisted of two long benches, one on top of the other. The so-called unruly bunch consisted of Howard Wray, Frank Baker, Paterson (especially noisy), Viereck (the same), N. S. U. Freddy and Robinson, each with a "bucket of suds" in his mit (a la Viereck). Their mouths were going at a sixty-five an hour clip, and it was necessary for "Long Drink-of-Water Morton" to make a speech to them, so that the plate in the flashlight camera wouldn't melt from the hot air. A very good attempt at taking a flashlight was made, and the show commenced.

The programme was lined as follows, with apologies:

I. Bert Forest. A pretty boy who sang nicely and prettily; but too much noise. We had to hand him over to the ladies. He ran better there. *Drinks passed around.*

II. Johnny Fox. A slim boy who had a voice as bad as George M. Cohan; so he tried to imitate him and lasted pretty good. One song seemed to interest the bunch fairly well. It was about a hole in a girl's bathing suit, etc. *More fluid.*

III. Kelly and Adams. A she and a he, both about 200 pounds apiece. He passed. And she—certainly could spout Irish songs in her own corned beef style. *More fluid suds.*

IV. Harry Breene. Went pretty good until he sang "Harrigan," and then his motor fairly hummed. They were all off; "Harrigan" for two encores, and sung by the bunch. Then Viereck introduced Swenson into the song instead of Harrigan, and everybody bit.

IV½. Mr. Morton was voted a good fellow, etc., and covered with a necklace of pretzels. *Suds and sandwiches.*

V. Mme. Lola. Introduced herself. Wore spangles mostly, but did a neat and quiet "la sorrela." The boys wanted more, but the heat was telling. However, she was the favorite and missed her trolley, affording "Doc" a very enjoyable chat on the side porch.

Then there seemed to be a hurricane, and all the Japanese lanterns hung on the ceiling went upside down and about a ton of confetti flew around and covered everybody. Poor Mr. Hendee, the stout and good-hearted chief of the Indians, had to be rescued from the cyclone. After the song, "How Dry I Am" (surprising, too) and the NECESSARY REMEDY we came to

VI. Johnny Amon. He started in with a recitation, every stanza ending with "Now Walk——! ——!" Walk! (Imagine!) It was a peach, and if he only used "motorcycle" in his talk instead of "stage coach" there would have been a riot. He was good and backed off with a good hand.

VII. Jack O'Donald tickled his carburetter and made a good start. His motor ran good and his exhaust (stories) were the kind that take with the boys.

VIII. Johnny Nestor. The little man with a big voice, or "The Man Who Sings to Beat the Band," let it out some, and his last notes were so stirring that he almost knocked down the gallery.

IX. Mr. Fox again obliged and sang a lot of knocks to the tune of "I'm Afraid to Go Home in the Dark." He hit Curtiss, Ovington, Toepel, Mann, Douglas, Hastings, Newton, Wehman, Chapple, Wray and Betts pretty hard; but 'twas all for fun, so everything went on and the beer still gurgled.

Swenson wanted ginger ale, so Paterson hollered out: "Hey, Morton! there is a man back here choking for something soft to drink!" Morton answered sweetly in a voice that could be heard a mile, and to everybody's amusement, "Let him choke!" He, Swenson, didn't.

All the talent repeated with new numbers and things kept humming along with no signs of stopping at 3 a. m. At this hour the talent, including the orchestra, came down stairs to the porch and entertained the hotel guests and our ladies, and we one by one travelled to our rooms, not to sleep—for that was impossible—but to study where and how to make the attempt. When I reached room No. 18, Roland Douglas was seated on the floor at the door and, with the aid of a candle, was studying a map trying to find out how to get into the room and find his cot. Six cots and a double bed, one dresser and two chairs in a 12x12 room. Imagination it!

We attempted to sleep, but nix. The cots were like feed-bags tacked to a picture frame, and every time you moved they sank lower and lower. I had to stick my elbow to one side and my heel to the other to keep the slumber boat apart. Every minute shrieks and yells and pistol shots rang out. At 4.30 it quieted for a minute, when some big six-footer started through the halls crying like a baby and yelling at the top of his lungs: "Hey, Nestor, where are you? I ain't going to sleep alone." Ho, ho, somebody handed him a bottle, and, guess—and he went to sleep in a wash basket.

But the worse nuisance of all was the pistol fiend (name withheld—life mercifully spared) who had about a wagon load of blank cartridges, and who kept shooting and shooting. We attempted to drown him with water, shaving cups and cakes of soap, but without avail. Even the furious cuss words of a neighboring farmer, who threw up the window of the house across the road with a bang, and, with a mouth like a ferryboat slip with lace curtains, shouted out: "Hi, thar! If ye don't hol' up in that shootin' t'ing I'll come down wid an axe, by gosh!" It stopped shootin' five minutes later because it had no more blanks.

It was only then that Roland Douglas, fagged out by his exclamations of protest and the figuring out of "that cussed Endurance Run," dozed off to sleep only to be awakened again to verbal action when Wray, on his baby Clement, started exhibitions in front of the hotel. The chug, chug was music to the ear—not—at 5.30 a. m. Without closing his eyes in sleep the entire night Douglas sat up in his cot, and, attempting to scrape the "glue" out of his lamps, dressed and made ready for the Economy Run.

Such a mixup. Six men in a room, with one pitcher of water to wash with didn't suit the bedraggled looking bunch. And the looks of the halls as the tangle-haired, glue-eyed F. A. M.'s hung around for a try at the bath tubs was a sight to behold. Every towel in Roslyn was covered with that "red dye of the thumbs", and faces white with that morning-after whiteness began to take on color as the towels smeared on the aniline rouge. The hotel looked as though an earthquake had struck it. Poor "Doc" Bishop and his help had a nice place to clean up, while the breakfast room had a sad and vacant look, and, for some reason or other, bromo seltzer was being served in place of fried eggs and coffee.

Morton, "the King of the Joy Programme," could be heard sawing wood from cellar to roof, and all the efforts of Paterson and Baker, the once noisy twins, couldn't wake him. At 8.15, after much coaxing and pleading, Douglas and Nickerson at last got the Economy bunch off. But the start caused no excitement or interest. It would have taken a miracle to have excited that weary crowd of bing-bang-festers. The contest was over about 12, and shortly after that a small, select and cautious coterie went over to the shore and sampled the clam bake. Nothing special happened, except that the clams vanished *ad lib.* Finally, the crowd gradually crept back to New York, dead tired, most of them murmuring those grand old hymns, "R-e-m-o-r-s-e" and "I'm on the Water Wagon Now." And thus ended Endurance Run Number Two, 1908, in which everybody made a perfect score.

ARRIVAL AT CHICAGO

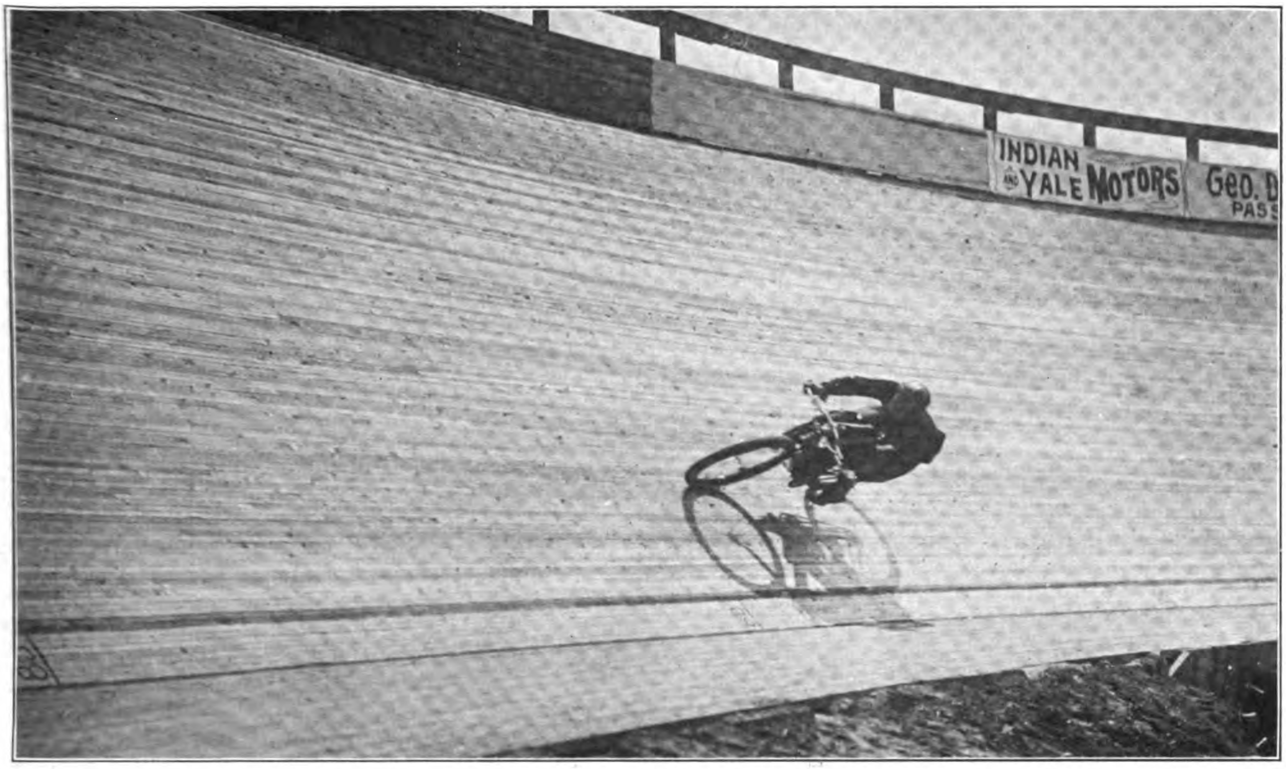
(*By Wire to* Motorcycle Illustrated.)

CHICAGO, Ill., July 16.—The Indian is the only perfect score team. Excelsior second, 10 points. Geo. W. Lyon, unattached, on a Torpedo, was also perfect.

South Bend, Ind., July 14.—Only one more day's riding remains for the New York-Chicago motorcycle tourists—between South Bend and Chicago—and that the easiest of any attempted during the tour. A seven-hour running schedule has been arranged by Tourmaster Alofsin, which, with the two controls and the checking station at Hobart, will bring the riders into Chicago about 4 p. m. The run to South Bend included the economy test, and all but one of the contestants received a clean bill of health in the competition. It was hoped that the economy run over some of the Indiana sand would tend to eliminate some of the individual perfect scores and simplify scoring for the Examiner Loving Cup. As it stands now, the Indian is the only perfect team, with the Excelsior only ten points behind. Wednesday affords the only opportunity for the Excelsior to pull up, and it will be a battle royal.

The economy test to-day proved a revelation, N. C. Trumpour of the Excelsior team and George N. Holden of the Indian team having the tilt all by themselves. Trumpour won by a scant pint. The rules provided for single-cylinder machines travelling eighty miles on a gallon of gasoline, and double-cylinder machines covering sixty miles on a gallon. All of the contestants acquitted themselves well, but in addition to the showing, made by Holden and Trumpour, Kellogg, riding a double-cylinder Indian, shone brilliantly, proving a good nurse by getting his machine through the eighty miles between Mishawaka and Butler on a gallon and four ounces. Following is the record of the economy test to-day:

H. C. Trumpour, Excelsior, 2 qts.
Geo. N. Holden, Indian, 2 qts., 1 pt.
H. W. DuSell, Thor, 3 qts.
J. A. Turner, Merkel, 3 qts.
B. S. Barrows, Indian, 3 qts.
G. W. Lyon, Torpedo, 3 qts., 1 pt.
W. P. White, Merkel, 3 qts., 1 pt.
Arthur Lyon, Excelsior, 3 qts., 1 pt.
C. S. Hinckley, Thor., 3 qts., 1 pt.
J. S. Woodworth, Excelsior, 4 qts.
Harry Lake, Light, 4 qts.
William Bewley, R-S, 4 qts.
George C. Smith, R-S, 4 qts.
E. T. Banes, R-S., 4 qts.
Joseph DeSalvo, Armac, 4 qts.
S. T. Kellogg, Indian (twin), 4 qts., 4 ozs.



MILE-A-MINUTE GUSTAFSON.

ON THE CLIFTON SAUCER

Marvellous Bursts of Speed on the New Six Lap Motorcycle Track.

A BUNCH OF NEW RECORDS

New professional records made at Clifton, N. J., July 5, 1908, by J. B. de Rosier, Springfield, Mass.:

	Time
½ mile, trial, F. S	:27⅗
1 mile, trial, F. S	:56
1 mile, competition, S. S	1:13⅕
1 mile, competition, F. S	1:03⅕
2 mile, competition	2:27⅘
3 mile, competition	3:40
4 mile, competition	4:56⅕
5 mile, competition	6:12⅗
6 mile, competition	7:23
7 mile, competition	8:32
8 mile, competition	9:45
9 mile, competition	10:55⅘
10 mile, competition	11:59

There were no previous authentic professional records.

New amateur record made at Clifton, N. J., July 5, 1908, by Fred Huyck, Chicago:

1 mile, competition, flying start........................ :57⅗

BANG! Br-r-r-r-r—b-r-r-r—brrrrrr. Zizz-brrrr. Thus the men, two at a lick, whizzed around the Clifton Saucer on July 5th at the F. A. M. Meet. Round and round they flew, paired off two by two, showing frightful pace, forty, fifty, sixty and even 64 miles an hour; indeed, when they dived down the curves they must have touched eighty miles an hour. Fancy this on a six-lap track, brand new, of wood, fresh from the sawmill and the carpenter's hands, highly banked, and the men whizzing round at nine seconds to the lap, or thereabouts. It was wonderful, hair-raising, and the 5,000 spectators applauded hugely. At times they sat open mouthed as a rider would fly up the steep curves and tremble there for an infinitesimal part of a second. For to falter meant trouble, meant perhaps death—death not only to the rider, but to the spectators in the center of the ring. Of these there were several hundred, fairly well packed, and, of course, human-nature fashion, they hung as close to the track as possible. And, note this particularly; there was not an inch of guard rail between them and the riders. Of course, if one of the racers had got into trouble, his first instinct would have been to rush to the level center for safety's sake, and one can fancy what would happen if a man going fifty miles an hour had suddenly charged the crowd. Through great good fortune nothing happened. But the Clifton Saucer is a death-trap, and if motorcycle racing is persisted in there, it will soon start a record of mortality.

The meet furnished two stars of the first magnitude—de Rosier in the professional, and Gustafson in the amateur class. Nor must Fred Huyck of Chicago, also an amateur, be overlooked. De Rosier won the ten-mile professional race in vigorous style, and immediately after made world's records at one-half and at the mile. In fact, his one-mile trial was the star event of the afternoon. Taking a flying start, and amid intense silence, he flew round the six-lap track with a perfection of style, rushing madly along the straights and taking the curves in sweeping fashion. The crowd sat breathless through it all, palpitating, trembling, excited, delighted. De Rosier flashed past the half mile in 27 3-5. The best previous time recorded for this distance was 38 4-5, made by de Rosier himself, in competition, at Cambridge, Mass., August 19th, 1905. Then he was an amateur; now he is a professional. The mile was finished in 56 seconds. The best previous record for this distance was 56 2-5, by F. C. Hoyt, also made at Cambridge, Mass., on August 19, 1905. But de Rosier practically rode two feet over the mile, and if he practiced on this track it is certain that he could do it in 52. In the ten-mile professional race, de Rosier beat out John King of Newark, N. J., doing the ten miles in 11:59. He was in no way pushed and did not come near the record, which is 10:38, made by F. C. Hoyt, at Chicago, Ill., on May 30, 1906.

By far the most attractive figure at the meet was Charles Gustafson of Springfield, Mass. He rode in heat after heat continuously. He won the five-mile pursuit race, beating Huyck of Chicago, and the popular Walter Goerke of Brooklyn, N. Y., though in the three-mile race Goerke reversed the proposition and beat Gustafson out. Gustafson is the beau ideal of motorcycle racer. He is but eighteen years old, splendidly built and his style of riding is one to whip the spectator into the highest pitch of excitement. As he sped around the track, courage showing in every lineament. Sitting his wheel like a statue, he flew around lap after lap seemingly a part of the machine itself. His youth, his fixed, determined look in full flight he seemed like a pursuing demon—appealed to the crowd vastly, and he was undoubtedly the hero of the meet. Gustafson's record for the day was: First in two mile heat, doing 1:01 1-5 for the second mile; won the five mile amateur in 5:18 2-5, doing the second mile in 1 minute flat; won a mile heat in 1:18 4-5 and a three mile heat in 3:37 3-5.

As for Huyck, while he won no prizes, in a two mile heat he defeated Peter Cox of New Haven in 2:12 1-5. At the first mile, run in 1:14 3-5, Huyck was slightly behind, so that he covered the second mile in better than 57 3-5, which would seem to be a new record.

Another notable rider was Walter Goerke, the popular Brooklyn man. He showed prominently in several heats, won heats and finals and his great performance of the day was his victory in the three-mile amateur race in which he defeated Gustafson. He is of the grit sort, a very determined rider, and has a large following.

The race meet attracted between four and five thousand people. It was scheduled for Saturday, July 4th, and a special train carried sixty-five F. A. M.'s over the Erie Railroad and out to Passaic. But they arrived in a downpour, took temporary refuge in a restaurant, and [illegible] reached the track to find everything was [illegible]. All the approaches to it were wet and muddy, and the tunnel under the grand stand was filled with water. This afforded so dangerous a passage [illegible] in passing from outside the track to the center. All of the officials [illegible] the cars from Newark, Paterson and Passaic unloaded their [illegible] people, but [illegible] it was decided to postpone the races until Monday. [illegible] the spectators completely filled the grand stand and the bleachers, and several hundred of them were crowded in the inner field. This latter feature was a most dangerous proposition, as is explained above. At races on a track of this sort no one except the officials should be allowed inside the field.

The audience was gathered from the three big cities named, two of which—Newark and Paterson—are great factory towns, while Passaic is largely a residential settlement. A close inspection of the audience showed that it was largely composed of the skilled mechanic class, men who have become interested in motorcycling and who have taken to the new sport with great zest. Circulating about the course, and on the homegoing cars, one heard the general verdict which was: "Gee, it's simply great!" This means that the Clifton Saucer is bound to make many converts to motorcycling in the twenty-mile circuit round about. Many young men will take it up as a sport, while others will buy motorcycles to use between the home and the factory or office.

J. B. de ROSIER, WHO BROKE THE MILE RECORD.

Sandwiched between the motorcycling events were some push-cycle races, but of these the less said the better. Coming between hair-raising motorcycle races they were deadly tame, except to that portion of the audience who were personally interested in some of the riders.

The track was built by John S. Prince and Thomas W. Eck. Few of the audience seemed to know these two men. Prince appeared here about twenty-five years ago, he being then twenty-eight or thirty years old. In those days he was the beau ideal of English bicycle racing men. Of course he rode what is known as the high, or ordinary bicycle. He was the bright, particular star of the English racing path. He went all over America, riding in competition and giving exhibitions. No other man who ever mounted a wheel could pedal in quite the style that Prince did—so light, so wonderfully easy was it. Since those days his career has been varied. His copartner, Thomas W. Eck, is a classic in the world of cycling. For thirty years he has been mixed up in all forms of cycling sport. He was himself a rider, but not of the first class. His forte was to be the confidential friend, manager and factotum of cycling stars, and at the six-day races he simply shone. His greatest find was John S. Johnson, whom he managed for years. In sport, Eck is diplomatic; he might be called the Talleyrand of cycle racing.

The officials of the meet were: Referee, Roland Douglass, chairman F. A. M. Competition Committee; Judges, [illegible], E. Kircherer and R. S. Nickerson; Timers, [illegible], B. A. Swenson and F. P. Prial; Starter, [illegible]; Scorers, F. M. Dampman, F. W. [illegible], [illegible], H. Fletcher, R. H. Nickerson and R. S. [illegible]; Clerk of the Course, H. A. Gliesman; Assistant, [illegible] Bartsch; Umpires, M. E. Sullivan, [illegible] Douglas and E. T. Banes.

The meet was long drawn out. This was because the track had been condemned as dangerous and only two men competed at a time. They appeared one on one side and the other conversely opposite, for it was decided that to race more than two men would be perilous. Of course, this is not motorcycle racing. While the spectacle of two men riding round a track of this sort is certainly very exciting, the competition feature is cut down to a minimum. It takes three to make a race and four are better; but neither three nor four will probably ever be raced together on the Clifton Saucer. To permit it would be criminal. Indeed, the track seemed to strike such fear into the hearts of many of the riders, that they packed up and went home. It is said that George M. Hendee told his Indian riders that they could go home if they wished, for he would not be responsible for anything that might happen; while Mr. Sherman, of the Light Company, shipped his men directly home and sent their machines away before the races started.

WALTER GOERKE, THE POPULAR BROOKLYN RIDER.

In one of the events the referee stopped the heat after a few laps and held up Gustafson, who was protested on account of the machine he rode, it being claimed that its capacity exceeded 30.50 cubic inches piston displaceplacement. It was a new twin Indian, built especially for this race. After a confab the referee permitted the race to be ridden under protest. At the finish of it the Indian people gladly gave the machine to the referee and told him to dissect it to a finish. They asserted that it was absolutely O. K. as to piston displacement, that they had nothing to fear, that they were above double dealing in sport; and all this proved true. The machine was found to be within the maximum displacement for its class.

It was over on the short backstretch that the greatest enthusiasm was manifested. It was here that the racing machines were made ready for the conflict, and where they received the last finishing touches in preparation for the wonderful bursts of speed that some of them showed. It was here, too, that the riders assembled between the races. They always drew a ring of curious spectators about them wherever they stopped, and their audiences eagerly absorbed every scrap of conversation they could overhear. Just back of the stretch was one of the stands. Its occupants were not one whit behind those inside the enclosure in their thirst for information; and they were quick to catch on, too. Such remarks as "Put in your plug" and "Oil her up!" greeted the riders as they were lined up at the starting point.

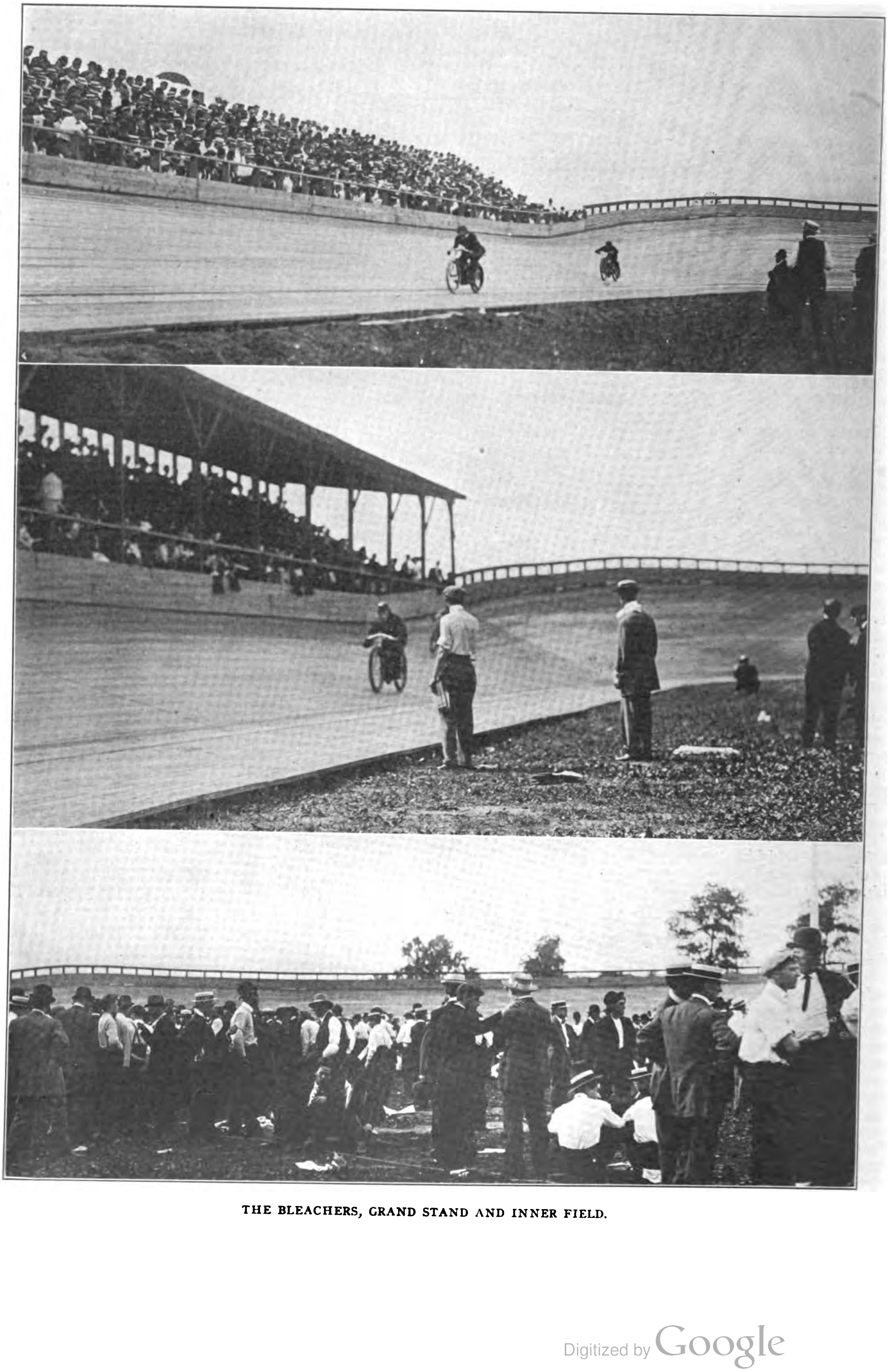
The crowd became so dense around the machines at times that it overflowed the ropes and reached out to the very edge of the track itself. Of course, racing could not go on while the spectators interfered in this way, and it took several minutes on a number of occasions to drive them back within bounds. Just at the point of entrance to the enclosure was where the curious ones gathered in greatest numbers, and this was just the one point where they were most in the way.

This entrance is only a little four-foot wide tunnel, dug from both sides toward the centre and deepest right in the middle. It was low overhead too, and every man more than five feet high had to stoop to pass through. Just at the inner end the crowd gathered, and the trainers, in rushing their machines down one side of the chute and up the other nearly bowled some of them over.

By the time the first race was called, shortly after two o'clock, both the stands were jammed full and there were another 1,000 spectators in the enclosure. These latter put up with many inconveniences, especially the crowding around the ropes and the great heat. There was absolutely no air stirring and the sun beat mercilessly down into the bottom of the saucer. Still, the crowd stuck it out the whole afternoon and there were but few complaints.

When the first two men were lined up, one in front of the grand stand and the other just opposite on the back stretch, there was one breathless, intense moment between the whistle, indicating that all was in readiness, and the sharp bark of the starter's pistol. Then the men were off, George H. Ruck, of New York, 3½ h. Minerva, and A. J. Sicard, of Hackensack, N. J., 3½ h. Thor. This event was a two-mile novice, limited to motorcycles not exceeding 30.50 cubic inches piston displacement, and these two entries were the only ones left after the deluge of the day before, which drove most of the out-of-town riders home. Sicard had all the running to himself after the first four laps and won handily in 2:18 1-5.

Then the two professionals were called out, and after a few preliminary rounds to get their machines warmed up they were ready for the gun. The riders were John King, of Newark, N. J., and J. B. de Rosier, of Springfield, Mass., both on Indians. King started off well and at one point was ahead of de Rosier. This was for only a very brief period, however, and after the first five miles de Rosier lapped him again and again, finishing in 11:59. Much better time would undoubtedly have been made had King furnished better pace for de Rosier. As it was he failed to oil his engine and this accounted for his slow last five miles. Great efforts were made by the Indian



THE BLEACHERS, GRAND STAND AND INNER FIELD.

trainers to make King understand what was needed, and every time he came around they shouted, "Oil, oil!" at him, through a big megaphone, and tried by signals to show him what to do. His big engine made so much noise, however, that it was impossible for him to hear anything.

Right after this de Rosier made his exhibition mile. This was the startling feature of the day. The spectators had been led to believe something would be doing in the record-smashing line and this expectation was justified. de Rosier settled well down on to the handle bars, tucked his knees in under his elbows, held them there close to the frame, and then opened his throttle wide. Three laps he made, gaining speed every instant. On the fourth he got the flag and on the fifth the starter's gun popped and he was off like a shot. So fast did he go that it made a person dizzy to watch him. He stuck pretty close to the black line at the inner edge of the embankment, riding just about two feet above it most of the time. His engine ran beautifully. It gave off that musical, humming sound that is so pleasant to the motorist's ears. Not a miss could be detected as he flashed round and round. The crowd was simply fascinated. It rose to its feet, silent and intent, and full of wonder at the daring of the rider.

When he had finished and began to slow down, cheers greeted him, and a sigh of relief went up from both spectators and officials. The best world's mile had been clipped 2-5 of a second and the half mile had been done in 27 3-5 seconds; but every one present fully realized the danger there was in doing it. A tire gone flat, a broken chain, a hand unsteady for a single second, or any one of a hundred other causes would have worked most disastrous results.

After the de Rosier flight there was a five-mile amateur event for private owners only, limited to motorcycles with engines not exceeding 61 cubic inches piston displacement. Only two owners cared to compete for the handsome prizes. Louis Steinhauser of Philadelphia won on a Bradley single, putting up a very pretty exhibition of riding till the final lap, when his rear tire went flat and he pedalled across the line. Frantic cries of "Louis, Louis! Go on!" did not help much.

The largest list of entries of the day turned out for the five-mile amateur pursuit race, engines not to exceed 61 cu. in. piston displacement. Eight riders rode in heats of three miles, two riders each. Then the four winners met in semi-finals and these again raced the full five miles to decide the winner. In the first heat Peter Cox, Indian, defeated C. S. Hinckley, Thor; in the second Charles Gustafson, Indian, won from Alex. Klein, Harley-Davidson. In the third heat Fred Huyck, Thor, bested George H. Ruck, Minerva; and in the fourth Walter Goerke, Indian, captured first from Louis Steinhauser, Bradley.

In the semi-finals Fred Huyck won from Peter Cox and Gustafson from Goerke. Then Gustafson and Huyck rode in the final, resulting in a win for the former in 5:18 2-5. Huyck was second in 5:27 1-5, and the third place went to Goerke by default, Cox failing to ride.

Goerke carried off the honors in the fourth event, a three-mile amateur for engines not exceeding 30.50 cu. in. piston displacement. Heats were run of one mile each. The first was won by Alex. Klein, Harley-Davidson; the second by Walter Goerke, Indian, and the third by Charles Gustafson, Indian. In the semi-final Gustafson beat Klein and was then in turn beaten half a lap by Goerke, in 3:17.

SUMMARIES

Two-Mile Novice—Limit, 30.50 cubic inches piston displacement. First, A. J. Sicard, Hackensack, N. J., 3½-h. Thor (26.96); second, Geo. H. Ruck, New York, N. Y., 3½-h. Minerva (26.80); stopped at tenth lap. Time, 1 mile, 1.32 2-5; two miles, 3.07 2-5.

Ten-Mile Professional Pursuit Race—Limit, 61 cu. in. piston displacement. First, J. B. de Rosier, Springfield, Mass., Indian; time, 11.59. Second, John King, Newark, N. J., Indian. Time, 12.06.

Time of each mile:

1st mile, de Rosier..	1.13 1-5	6th mile, de Rosier.	7.23
2d mile, King.....	2.27 2-5	7th mile, de Rosier.	8.32
3d mile, de Rosier..	3.40	8th mile, de Rosier.	9.45
4th mile, King....	4.56 1-5	9th mile, de Rosier.	10.55 1-5
5th mile, de Rosier.	6.12 3-5	10th mile, de Rosier	11.59

The best record in a ten-mile race, flying start, is Kellogg's, 9.42.

De Rosier's trial against time: Half mile, 0.27 3-5; one mile, 0.56.

Five-Mile Amateur, Private Owners Only—Limit, 61 cubic inches piston displacement. First, L. Steinhauser, Philadelphia, Pa., Bradley; second, A. G. Chapple, New York, N. Y., 6-h. N. S. U. (48.50). Chapple stopped at 3½ miles, the reason given being that he felt unsafe on the track, having had no time to practice on it. Time of each mile:

1st mile..........	1.13	4th mile..........	4.10 2-5
2d mile...........	2.42	5th mile..........	7.56 4-5
3d mile...........	3.55 1-5		

Five-Mile Amateur Pursuit Race—61 cubic inches piston displacement; run in two-mile heats. First heat, first, Peter Cox, New Haven, Conn., Indian; time, 2.15 3-5. Second, C. S. Hinckley, Aurora, Ill., 7-h. Thor; time, 2.24.

Second Heat—First, Charles Gustafson, Indian, Springfield, Mass.; time, 2.19 1-5. Second, Alexander Klein, Philadelphia, Pa., 3¼-h. Harley-Davidson (26.84); time, 2.25 2-5. Klein rode the first mile in 1.18, after which Gustafson overtook him. As Gustafson was somewhat behind at the mile, he must have ridden his second mile away under one minute. It was in this event that Gustafson stamped himself on the crowd as a remarkably showy and effective rider.

Third Heat—First, Fred Huyck, Chicago, Ill., 5-h. Thor (38.60); time, first mile, 1.12 2-5; second mile, 2.16 4-5. Second, George H. Ruck, New York, 4½-h. Minerva (35.13); time, 2.31 2-5.

Fourth Heat—First, Walter Goerke, Brooklyn, N. Y., 7-h. Indian; time, one mile, 1.16 3-5; two miles, 2.19 4-5. Second, Louis Steinhauser, Philadelphia, Pa., Bradley; time, 2.36.

First Semi-Final Heat Between Winners of Previous Heats—First, Fred Huyck; time, first mile, 1.14 3-5; two miles, 2.12 1-5. Second, Peter Cox; time, 2.18 1-5.

Second Semi-Final Heat—First, Charles Gustafson; time, one mile, 1.13 4-5; two miles, 2.13 3-5. Second, Walter Goerke; time, 2.19.

Final Heat—Five miles. First, Charles Gustafson; time, 5.18 2-5. Second, Fred Huyck; time, 5.27 1-5. Time by miles:

1st mile...........	1.11 2-5	4th mile..........	4.15
2d mile............	2.11 2-5	5th mile..........	5.18 2-5
3d mile...........	3.13 1-5		

Three-Mile Amateur—30.50 cubic inches displacement; run in one-mile heats. First heat, first, Alexander Klein; time, 1.20 1-5. Second, Louis Steinhauser; time, 1.28 3-5.

Second Heat, first, Walter Goerke; time, 1.11 3-5. Second, Peter Cox; time, 1.14.

Third Heat, first, Charles Gustafson; time, 1.18 4-5. Second, A. J. Sicard; time, 1.25 4-5.

Semi-Final Heat—Distance, three miles. First, Charles Gustafson; time, one mile, 1.13 4-5; two miles, 2.20; three miles, 3.27 2-5. Second, Alexander Klein; time, 3.31 2-5.

Final Heat—Three miles. First, Walter Goerke; time, one mile, 1.12; two miles, 2.12 4-5; three miles, 3.17. Second, Charles Gustafson.

ECONOMY CONTEST SURPRISE

Walter Davidson Travels Fifty Miles for a Nickel

TRULY remarkable results were achieved in the fifty-mile economy contest promoted by the 1908 F. A. M. Meet Club over Long Island roads on July 3d. Year after year the figures have been shaved closer and closer to the minimum, as applied to the cost per mile of motorcycle propulsion, but it took Walter Davidson of Milwaukee, on one of the 3½ Harley-Davidson machines, to demonstrate to all comers what real economy is. Davidson covered eight and a fraction miles of hilly roads between Roslyn and the famous Krug's Corner in Mineola six times over, a total distance of fifty miles, on just one quart and one ounce of gasoline. This was four ounces less than F. A. Baker of New York City, on a 2¼ Indian, and 15 ounces less than Frank P. Baker of Brooklyn, on a 5 h.-p. double Indian, who were second and third, respectively, required.

Eighteen riders participated in the test, and their machines were divided into three classes. Class I was for those with piston displacement not exceeding 21.10 cubic inches; Class II for 30.50 cubic inches, and Class III for machines up to 61.00 cubic inches. The start and finish of the course was at Roslyn, and at 7.30 in the morning preparations were well under way for the start.

A new system of measuring the quantity of fuel used was tried by the officials and it worked perfectly. Instead of the tanks being drained and a certain quantity of gasoline then being put in, as in previous contests, the tanks were filled at the start right up to the cap and sealed, and then again at the finish they were refilled, the exact quantity on the last filling being taken carefully. This method of measurement did away with all errors.

After the tanks were filled and sealed the riders got away on a sort of go-as-you-please schedule, the first leaving about 8 o'clock. Not all of the entrants rode to the best advantage, some going more for the pleasure and fun to be gotten out of it than to make a good showing. Two were penalized for pedaling.

In Class I F. A. Baker carried off the honors, bettering his own record of the year before when he defeated all competitors. He used one quart and five ounces. Frank P. Baker won in Class III with a consumption of one quart and one pint, a really remarkable showing for a big 5 twin. Davidson, however, with his one quart and one ounce only, created the sensation of the day. His cost per mile figures out at one-tenth of one cent. That is, at 20 cents a gallon, the quart and a fraction used to make fifty miles would cost just a trifle over 5 cents. These figures are most remarkable, and will probably stand for a long time as the extreme point of economical human transportation. The summary:

CLASS I.—For machines not exceeding 21.10 cubic inches piston displacement.

	Rider.		Mount.	Fuel Consumption.		
				Qt.	Pt.	Oz.
1.	F. A. Baker, New York City	2¼	Indian	1	0	5
2.	F. Mercier, Brooklyn, N. Y.	2¼	Indian	1	1	6
3.	George Sherman, Pottstown, Pa.	3	Light	1	1	9
4.	George V. Lyons, New York City	3	Wagner	2	0	2
*5.	B. A. Swenson, Providence, R. I.	2¾	Indian	2	0	10
6.	A. J. Sicard, Hackensack, N. J.	3	Thor	2	0	15

*Penalized 8 oz. twice for pedalling on Roslyn hill.

CLASS II.—For machines not exceeding 30.50 cubic inches piston displacement.

	Rider.		Mount.	Fuel Consumption.		
				Qt.	Pt.	Oz.
1.	Walter Davidson, Milwaukee, Wis.	3½	Harley-Davidson	1	0	1
2.	A. H. Patterson, Brooklyn, N. Y.	3½	Indian	1	1	3
3.	Alex Klein, Philadelphia, Pa.	3½	Harley-Davidson	1	1	5
4.	Fred Voelker, New York City	3¾	N. S. U.	1	1	9
5.	Bert S. Barrows, Springfield, Mass.	3½	Indian	2	0	11
6.	William H. Robinson, Elmhurst, L. I.	4½	F. N.	2	1	1
*7.	Louis Decker, Brooklyn, N. Y.	3	Merkel	3	0	8

*Penalized 8 oz. for stopping on Roslyn hill.

CLASS III.—For machines not exceeding 61 cubic inches piston displacement.

	Rider.		Mount.	Fuel Consumption.		
				Qt.	Pt.	Oz.
1.	F. P. Baker, Brooklyn, N. Y.	5	Indian	1	1	0
2.	W. Sarony, Brooklyn, N. Y.	5	Vindec	1	1	9
3.	A. G. Chapple, New York City	5	N. S. U.	2	0	4
4.	J. F. McLaughlin, New York City	6	N. S. U.	2	0	11
5.	H. T. Scott, Bristol, Conn.	5	Indian	3	0	12

MANITOWOC, Wis., July 4.—At the Fair Grounds this afternoon, Joseph Pieterick spread-eagled a field of four riders in the two and one-half mile motorcycle race. The track was a half-mile circuit and Pieterick won the race in 3 minutes 27½ seconds. He rode Dr. G. W. Pachen's Harley-Davidson. After Pieterick, the order of finish was: Second, Edward Nelson, Indian; third, Ray Frick, Indian; fourth, Charles Schumacher, M.-M.

A MOTORCYCLE jaunt which will try the mettle of both the riders and their machines has just been started by H. L. Rothe and J. Williams of Omaha. The young men are expert riders and will travel only with such luggage as they can carry on their mounts. In making the trip they will follow Union Pacific route, and will visit Denver, Cheyenne, Salt Lake City and all the other points of interest on the way. The ride will not be for a record, but purely a pleasure trip.

LOS ANGELES: NEW TWENTY-FIVE MILE RECORD

It is not every day that new records are made, but to lower the time for twenty-five miles at one meet by two machines is a feat that is still less common, and one that the Los Angeles Motorcycle Club may feel very proud of having accomplished. This it did at its race meet on June 27th at Agricultural Park. The meet was the most successful ever held by the club so far as the races were concerned, but on account of the date, a week day, only about 1,500 people turned out. This is the smallest audience that ever attended any of the events run off by the club, and it has decided to run all future races on holidays.

M. J. Graves, mounted on a 3½-h. Indian single, won the first twenty-five-mile race ever held on a Southern California track, defeating many double machines and annexing a world's record in 26.38 3-5, bettering Walter Goerke's 29.15 made last October in Philadelphia. C. Balke, riding a strictly stock Thor double, the fifth one to be turned out by the factory, also cut the previous world's time for the quarter century 1 minute 38 seconds.

In this long race some of the most skillful riding ever seen in this section of the country was done. Graves got his Indian off first and took the pole. Balke, on the Thor, got away fairly well, and before the first mile had been reeled off, was neck and neck with the little Indian rider. The seventh mile saw Balke pass Graves and assume the lead himself. This position was maintained for two or three miles, when Seymour, riding an H. & H. double, forged to the front and assumed command of the column.

The first ten miles were made in 10.44 3-5. Seymour held this lead, gaining at each lap, until the fifteenth mile had been reeled off. Here trouble developed with a connection.

One of the secondary wires to a spark plug broke loose, forcing him to run on one cylinder. He stopped and tried to make temporary repairs, but the wire would not stay, so for ten miles he held the live wire, with its 500-volt current, against the hot spark plug and came in third, after losing a mile and two-thirds on his stop. When he came in his hand was burned where he had pressed it against the top of the cylinder, and every time that the wire slipped from the plug the 500-volt current went jumping through his body.

The races started off with a five-mile event for fully equipped stock, single-cylinder machines. Graves, on an Indian, which was ridden under protest, jumped to the lead at the very start and was never headed, winning hands down with nearly a quarter of a mile between him and Balke, who was riding a Thor. Irwin Knappe, on an Indian, came in third. The protest on the first race was because the machine ridden by Graves is alleged not to have been strictly stock.

The second event, also at five miles for fully equipped stock machines, was for multiple cylinders. "Fearless" Balke, on a Thor, made the rest of the entries look like old timers and won hands down in 5.30 flat.

Considerable amusement was furnished in the third race by the contestants having to eat a piece of pie before starting on the second mile, and stopping again at the end of the second to drink a glass of water. The way in which the boys devoured huge chunks of America's favorite dessert was comical in the extreme. Knappe, with the combination of a fast Indian and a huge appetite, finished first, doing up the pie, the water and the three miles in 5.13 4-5. Shafer and Balke finished in that order.

The fourth race of five miles for the Club Challenge Cup brought out but three entries—Risden, Hoag and Shafer. The first two made a pretty race for the two miles and then Risden's Indian broke down coming into the stretch, leaving Billy Hoag practically alone in the race, as he was then half a mile ahead of Shafer. The five miles were made in 5.50, with Hoag winner.

The double race for the Challenge Cup, which was confined to the club members only, resulted in some warm words. Earhart had a machine which in the past has made money for Derkum, and the other members of the club who had entered refused to ride except under protest.

After formal application had been filed the boys were started off with Earhart in the lead. He was never headed, and after making three of the five miles in one minute flat finished the five in 5.09 flat. G. Blaylock, with the special Thor, came in for second money, with Billy Hoag on the H. & H. double, third.

The sixth race, a five-mile, free-for-all, single-cylinder affair, went to Billy Hoag, riding the same machine with which he later broke the track record. Graves, on an Indian, got off well to the good, with Balke, on a single Thor, second. The Indian held the lead for a mile and then relinquished it to Balke, who was pushing him hard. The second mile saw Balke lose his lead to Hoag, who held it to the end, finishing the five miles in 5.40. Balke was right upon Hoag's heels at the finish and got second place easily.

Blaylock got off badly in the seventh event, which was a five-mile race for multiple-cylinder machines, limited to 40 cubic inches displacement. He picked up quickly, however, and soon had all the riders behind him with the exception of Balke and Earhart, the latter on an Indian, the same one protested against in the fifth race. He caught up with Balke when passing the grand stand on the fourth mile and started after Earhart. The lead was too much to overcome, however, and Earhart passed the finishing tape first with Blaylock second and Balke third. Time, 5.13.

The eighth event, an Australian pursuit affair for ten miles for single cylinders, saw but four riders at the tape. McBride, riding an R-S., was sent away first, followed six seconds later by Ward on a Torpedo, Shafer on an R-S, and Rebout on a Brunnette. Ward caught McBride on the second lap and Rebout on the sixth lap. From then on to the finish the race lay between Shafer and Ward. Ward managed to keep out of Shafer's way and came across the tape first, but the time difference between the two was not sufficient to allow the Torpedo rider first place. Shafer was put in first, with Ward second, the winning machine having covered the ten miles in 12.24 4-5.

The ninth event was a similar contest, restricted to doubles. Here the Thor demonstrated its superiority again by coming in for first money in 11.56 flat. Seymour, mounted on an H. & H., came through for second place, several lengths behind Balke.

The tenth race, a ten-mile for stripped singles, went to Shafer, riding an R-S, defeating Ward on a Torpedo and several other machines. The race lay between Shafer and Ward, the former trailing in Ward's dust until nearing the finish. Then the plucky R-S rider let out his single and overtook Ward in easy fashion, winning with plenty to spare.

The Risden Challenge Cup Race was called off because of the fact that the present holder of the cup, Paul Derkum, had turned professional, and if any of the local boys started in a competition with him they would be put in a similar class. In place the entrants agreed upon a race of five miles for which no trophy would be awarded. Seymour, with an H. & H. double, made the best showing and finished several lengths ahead of Blaylock, his nearest competitor. Blaylock, with his Thor racer, came in second, and Balke, on a second Thor, finished third.

The race for boys was next, a five-mile affair, and brought out but three ambitious youngsters—Loge and Graves on Indians and Ward on a Torpedo. Ward held the lead off and on until Loge got his machine so that he could get some speed out of it, and then it resulted in a runaway match. Loge ran away from the others and finished the five miles in 7.11 2-5.

A successful attempt to lower his previous track record for five miles was next made by W. G. Hoag, on an H. & H. single. Five fast miles were reeled off, averaging about 1.05, the new single track time which he established being 5.24 4-5.

The last race of the day, barring an exhibition on the part of two motorcycle policemen, was a fifteen-mile affair for single-cylinder machines. Ward, on a Torpedo, again assumed the lead at the start and held it until nearing the finish, when "Pie Eater" Shafer overcame his lead and won. The time made by Shafer was rather fast considering the number of events in which he had contested during the afternoon, 19.03 flat. Ward, on a Torpedo, came in second, and A. J. Johnson, on an R-S, came in for third place.

The summaries:

First Race, Five Miles, Fully Equipped Stock Machines, Single Cylinder—M. J. Graves, Indian, first; C. Balke, Thor, second; Irwin Knappe, Indian, third. Time, 5.53 4-5.

Second Race, Five Miles, Fully Equipped Stock Machines, Multiple Cylinder—Balke, Thor, first; Fink, Peugeot, second; Risden, Indian, third. Time, 5.30.

Third Race, Three-Mile Pie Race; ride one mile, stop within twenty-five feet, eat one-half pie, start in next twenty-five feet; ride mile, stop in same distance, drink glass water, start in same distance, finish last mile—Knappe, Indian, first; Balke, Thor, second; Shafer, R-S, third. Time, 5.13 4-5.

Fourth Race, Club Challenge Cup, singles, club members only owning machines fifteen days before race—W. G. Hoag, H. & H., first; J. H. Shafer, R-S, second. Time, 5.50.

Fifth Race, five miles, Club Challenge Cup, multiple cylinders, for club members only owning their own machines fifteen days previous to races—E. E. Earhart, Indian, first; G. Blaylock, Thor, second; W. G. Hoag, H. & H., third. Time, 5.09.

Sixth Race, five miles, free for all, single cylinder—Hoag, H. & H., first; Balke, Thor, second; Hann, Merkel, third. Time, 5.40.

Seventh Race, five miles, multiple cylinder, limited to 40 cubic inches displacement—Earhart, Indian, first; Blaylock, Thor, second; Balke, Thor, third. Time, 5.13.

Eighth Race, Ten-mile limit, Australian pursuit, singles, private owners not connected with trade—Shafer, R-S, first; A. Ward, Torpedo, second. Time, 12.24 2-5.

Ninth Race—Ten-mile limit, Australian pursuit race for multiple cylinder machines—C. Balke, Thor, first; R. Seymore, H. & H., second. Time, 11.56.

Tenth Race, ten miles, stripped stock machines (singles), piston displacement, 19.30 cubic inches limit, private owners, not connected with trade—Shafer, R-S, first; Ward, Torpedo, second. Time, 12.25 2-5.

Eleventh Race, special five miles, four entries, no trophy, multiple cylinder machines—Seymore, H. & H., first; Blaylock, Thor, second. Time, 5.50.

Thirteenth Race, five miles, boys' race, single-cylinder machines not to exceed 19.30 cubic inches, for private owners, not connected with trade—Loge, Indian, first; Ward, Torpedo, second; Graves, Indian, third. Time, 7.11 3-5.

Fourteenth Event, exhibition by W. G. Hoag, five miles to break former track record of 5.30. Time by miles, 1.04 2-5, 1.04 1-5, 1.04 3-5, 1.05 3-5, 1.05 2-5. Total time, 5.24 4-5.

Fifteenth event, twenty-five miles, free-for-all, for Bueneman-Lipsey Challenge Cup. Graves, Indian single, first; Blake, Thor double, second; Seymour, H. &. H. double, third. Time, 26.38 3-5.

Sixteenth Race, fifteen miles, single-cylinder stock machines limited to 19.30 cubic inches, for owners not connected with the trade—Shafer, R-S, first; Ward, Torpedo, second; Johnson, R-S, third. Time, 19.03.

SOME MINOR MEETS

Hill climbing in Omaha, Neb., has become popular through the events conducted by the local club this spring. On July 4th races over the Dodge street hills, starting from Fiftieth street and going to the end of the macadam, brought out a big crowd of enthusiasts. The events were a ten-mile handicap, a twenty-mile open contest and a five-mile race for twin cylinder machines. The distance from the starting point to the end of the pavement is five miles.

A few minor accidents occurred, owing to the roughness of the roads. In the first race, C. D. Brown took a bad spill and received some slight injuries. In the twenty-mile race Archie Matson's idler broke, but he succeeded in running his machine on without it for fourth place. In that race Louis Fletcher's machine ran away with him into the river. He was not hurt, but rode another machine and finished fifth. The summaries:

Ten-Mile Handicap—P. Birchall, Thor, first; T. Tompkins, Thor, second; Mark Rogers, Excelsior, third. Best time, 15.04½ (by Rogers).

Twenty-Mile Open—Ralph Bates, Excelsior, first; Mark Rogers, Excelsior, second; Gus Baysdorfer, Merkel, third. Time, 30.41.

San Francisco, July 4.—Quite an extended program of motorcycle events was decided here to-day at the San Francisco Motorcycle Club's meet, though the afternoon was somewhat spoiled by two accidents. While making one of the turns Victor Guigot skidded, fell and broke a leg, while E. Matthews ran into a buggy that was crossing the track at the time and was severely cut about the head. Summary: Five-Mile Challenge for the Goodrich Trophy—W. G. Collins. Three Miles, Boys Under Sixteen Years—W. S. Concton; time, 4.11½. Five-Mile Open—W. G. Collins; time, 5.28. Five-Mile for Singles—Fred Ernst; time, 5.47. Five-Mile for Singles—W. G. Collins; time, 6.00. Five Miles for Private Owners—J. Shirley; time, 6.32 4-5. Ten-Mile Pursuit—Won by A. F. Wilson; second, W. G. Collins; time, 12.09 1-5. Three-Mile Tandem—Won by Walter Dreyer and Leo Mitchell; time, 4.07 1-5.

Members of the Riverside Motorcycle Club held their race meet at Chemewa Park, Riverside, Cal., on July 4th. The big race of the day was a ten-mile relay between the Los Angeles and Riverside Clubs, the former club winning in 15.08 1-5. Summaries: Five-Mile Free-for-All—Blaylock; time, 6.05 2-5. Five-Mile for Singles—Won by Balke; time, 7.18 4-5. Three-Mile, Club Members Only—Won by Earle King, Riverside; time, 4.38. Three-Mile Challenge—Won by King; time, 4.15. Twenty-Five-Mile Open—Won by Blaylock; time, 34.29. Five-Mile Free-for-All—Won by Balke; time, 6.57 4-5.

Buffalo, N. Y., July 5.—The cycle and motorcycle races postponed from July 4th were decided at Kenilworth Park this afternoon with the following result: Five Miles, Novice—Won by C. Lang; second, E. B. Germain; time, 6.47 4-5. Ten Miles, Open—Won by E. B. Germain; second, S. B. Pritchard; third, B. Scherer; time, 12.43 2-5. Fifteen Miles, Open—Won by E. B. Germain; second, Howard Ganson; third, S. B. Pritchard.

Three motorcycle events will be decided at the Elkwood Park mile track at Long Branch, N. J., on Saturday, July 18th. The events include the ten-mile F. A. M. Eastern District Championship, a five-mile handicap and a three-mile open.

PRESIDENT OVINGTON AND HIS MESSAGE

THE new president of the F. A. M. has been known in motorcycling for some time past. When this paper was in the teething stage he largely dominated it, and it became known as "Ovington's Organ." He is a marvel at getting publicity; but this is largely due to the fact that he is thoroughly posted on motorcycling from every standpoint, and, in addition to this, he is a ready writer. Everybody who knows him knows about his phonograph, into which he talks eloquently by the hour, with the result that many hundreds of letters are sent broadcast over the country after each session with the phonograph.

Mr. Ovington is Chicago born and is twenty-eight years old. He is of splendid physique and has immeasurable vitality, which he expends lavishly on business and pleasure. For instance, he is one of the shining lights of the Night Owl's Club, a select group of motorcyclists who love the wee, sma' hours. His mentality is of the expanding sort; he never stops thinking, nor does he stop talking for a minute at a time; but from this you must not understand that Ovington is a mere babbler. Everything is to the point. He always knows what he is talking about. Beyond that, he is a man of distinguished personality; one might even say of peculiar personality. If you saw Ovington in a crowd you would immediately single him out as one out of the ordinary.

Mr. Ovington was educated in private schools until he was eighteen years old, when he entered the Edison Company's Duane street place as office boy to the president of the concern. His insatiable curiosity soon posted him on all that was worth knowing about the building, so that after a time he was selected to show visitors about the place. Later on he got into the experimental laboratory, and, finally, into the testing department, where he rapidly increased his knowledge of electrical science. At the same time he studied at Cooper Institute at night, after his working hours.

His subsequent experiences were a year with Thomas A. Edison, during which he became familiar with the subject of the X-rays, then comparatively new. This was followed by a year's experience with the Crocker-Wheeler Motor Company, where he was put in charge of their repair department.

A year after this he went to Boston to attend the Massachusetts Institute of Technology, one of the severest training schools in the country. Here he studied electrical engineering, after which he came back to New York, subsequently forming the Ovington Manufacturing Company, a company manufacturing electrical apparatus for physicians, etc. In the latter part of 1905, Mr. Ovington became interested in motorcycles. His first love was the F. N., and he became so enthusiastic about this machine that he became its American agent and organized a company to push it in this country. He has a large personal, as well as a large business following.

EARLE L. OVINGTON.

IN view of my recent election as President of the Federation of American Motorcyclists, and especially as I am connected with the trade, I wish to make a general statement with regard to my future policy before taking up the duties of my new office.

I am fully aware of the fact that on account of my trade connection I shall be open to much adverse criticism which I might otherwise escape, but I am prepared for this criticism, and it shall not prevent me from doing my duty as I see it. The very fact that I am in the trade will make me doubly careful to see that every move is beyond criticism.

Let me take this opportunity to ask why should not a trade member of the Federation hold office? The F. A. M. needs men who will work for its benefit and work hard. Is not a man connected with the trade in a better position to spare the necessary time to do justice to his office than one who is not so connected? Looked at from a strictly selfish standpoint the trade member feels that in devoting his time and attention to pushing forward the standard of the F. A. M. he is thereby aiding the motorcycle movement in America and indirectly helping himself. The very fact that the trade member is financially interested in the popularity of the motorcycle should make him all the more desirous of aiding the movement.

The Federation needs men who are intimately connected with the development of motorcycling in America. Is not the member in the trade more intimately in touch with this development than the member who simply rides as a pastime? Other things being equal, given two men, the one being interested financially in a given undertaking and the other interested in it only as a pastime, I am sure you will agree when I say the former will render the better service. Please understand that I am not depreciating the enthusiasm of the office holder not connected with the trade; but I do say that the trade member who holds office may have every bit as much enthusiasm as the non-trade member and, in addition, have an interest from a pecuniary point of view which will add strength to, rather than detract from, his exertions to benefit the cause.

I am fully prepared in my new office for a good deal of hard work and very little thanks. My predecessor has set a magnificent example as regards devotion to the development of motorcycling in America and I shall use all of my powers to carry on his good work to the satisfaction of all concerned. In my new office I shall shrink from nothing that I consider to be my duty, and in all of my actions I shall subjugate self interest and the interest of my business to the welfare of the Federation of American Motorcyclists. There is a wonderful future ahead of our F. A. M., and it shall be my duty and pleasure during the coming year to render all the aid which lies in my power to the upholding of its standard. EARLE L. OVINGTON,

President Federation of American Motorcyclists.

The newly elected Vice-President of the Eastern District, E. L. Buffington, is a resident of Providence, R. I. He was born in that city, in 1875, and has always lived there. His recreation was bicycling until 1901, when he transferred his affections to the motorcycle, which he has been riding steadily ever since. For the last two years, in addition to the pleasure which he has derived, he has used his machine almost daily for business purposes, and it has saved him a great deal of time. Mr. Buffington has never been connected with the bicycle or motorcycle business. He has been riding an Indian since 1903, and still has his first one, though he only uses it now for local racing purposes. Three years ago Mr. Buffington was one of the prime movers in the formation of the Providence Motorcycle Club, of which he was elected chairman, and has been twice elected since. This club has grown rapidly, is progressive and up-to-date, and the credit for its development lies in a great measure with the new F. A. M. Vice-President.

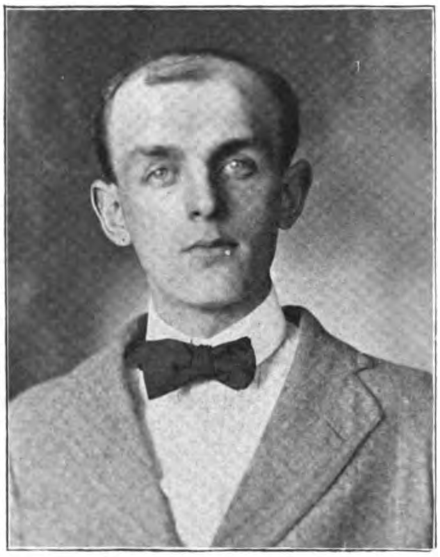
John R. Ball, elected Vice-President of the Western District, is a resident of Milwaukee, and is connected with the Merkel Motor Company. He was born November 17th, 1878, at Galveston, Tex., and his connection with the trade dates from the time he became associated with J. F. Merkel in the latter part of 1904. He is a member of the Milwaukee Motorcycle Club, and has always been an active and enthusiastic member of the F. A. M. Aside from this, his business connection has identified him with many and various motorcycling clubs and organizations. Mr. Ball is a yachtsman, and for many years has been identified with the yachting organizations of the Great Lakes. At the present time he is an active member of the Milwaukee Yacht Club, the Milwaukee Athletic Club, and holds a non-resident membership in the Apoukeepsing Boat Club of Poughkeepsie, N. Y., where he was a resident for a number of years prior to his removal to Milwaukee.

In a statement to Motorcycle Illustrated Mr. Ball said: "I did not personally solicit the vice-presidency of the Western District, fearing that I would not have the time nor the opportunity to give the organization the attention necessary to bring this district up to a standing equal to, if not stronger than, the other divisions. But inasmuch as the majority have apparently desired that I assume that position of honor and responsibility I purpose to have an administration which will be not only a credit to myself but to my associate members."

Treasurer G. B. Gibson of Westboro, Mass., reelected to serve another term in that responsible position, was born in Marlborough, Mass., January 6, 1872, and rode his first motorcycle in 1903. He had been a bicyclist for twenty years, riding one of the old high wheels for five years; then, when safeties came in, he changed to them. In 1903 he got together all motorcycle catalogues and picked the Indian as his. Every year since he has bought a new model, disposing of the old mount to some nearby convert. Until this year he has always ridden a single, but now his mount is one of the new twins. For three years he has owned an Indian tri-car, and his wife has accompanied him on many extensive tours and short jaunts. Almost every pleasant afternoon or evening they can be seen starting off over some of the good roads of which New England boasts.

Dr. Gibson is a member of the Commonwealth Motorcycle Club of Boston, and attended the 1903 F. A. M. organization in New York City, touring both ways on his machine. Every year since he has attended the annual meetings, usually riding. Dr. Gibson is a practising dentist, and the motorcycle first appealed to him as a means of recreation. His business being much of a mechanical nature he has not been troubled to any extent with the usual difficulties encountered; in fact, during the six years of his riding he has suffered very little from troubles of any kind.

DR. G. B. GIBSON.


HENRY J. WEHMAN.

E. L. BUFFINGTON.

Henry J. Wehman, five times elected Secretary, was born in Brooklyn, New York, in 1881. Early in the bicycling days he took up wheeling and joined the L. A. W., the Mutuals, Bushwick Wheelmen and other Long Island organizations. He took up motorcycling in 1901, and has been at it fast and furious ever since. His first mount was one of the early Orients, and he has owned nearly a dozen machines since. At present he is riding a Curtiss, in fact, two of them. He has a double which he uses with a tri-car when he carries Mrs. Wehman as passenger, and a single, which he uses when riding alone. Mr. Wehman is a member of the Brooklyn and New York Motorcycle Clubs. Away back in 1904, at Cambridge, Md., he was first elected secretary of the F. A. M. and each succeeding year has witnessed his reelection to that office. No more ardent worker for the interests of the F. A. M. could be secured anywhere; in fact, nearly half of Wehman's time is spent over his records. All his waking hours, outside of those required in his publishing business at 84 Nassau street, New York City, he spends awheel. His yearly mileage usually reaches the 5,000 mark.

F. A. M. BUSINESS SESSION

AT the sixth annual meeting of the Federation of American Motorcyclists, held in New York City, at Terrace Garden Assembly Hall, on the night of July 3, there were just 104 members present. The day had been stifling hot, and the coming of nightfall had not helped matters to any noticeable extent. The course of sprouts through which visiting members had been put during the week had tired many of them out, both bodily and mentally, and only those strong ones who had something to say or some point in question which they wanted to thresh out to a clear understanding turned up on scheduled time. It was a fact that those present did, all of them, have their own minds made up on what was what, and it was the determination to have a "say-so" on that subject that brought them there.

The big hall at Fifty-eighth street and Lexington avenue had been engaged long beforehand for the meeting, and the hundred men who assembled in it were only a drop-in-the-bucket toward its total capacity. It was small wonder, therefore, that with windows wide open, street noises drifting in and an orchestra playing downstairs, when the meeting was called to order not a word could be heard fifteen feet from the speaker's table. After a few ineffectual attempts on the part of some to speak loud enough to enable every one to hear, the whole assemblage moved up in a body, ranging their chairs in a semi-circle around the speaker. This remedied matters and the meeting was then carried on without further interruption. Instead of 7.30, though, it was nearly 9.30 before things were gotten to moving smoothly, and it was almost the hour of midnight when the motion to adjourn was made.

With President Betts in the chair the reading of the minutes of the last meeting, at Providence, R. I., on August 3, 1907, was heard and the reports of the different officers were read in order and approved on motions duly made and seconded. Mr. Betts recapitulated the work done during the past year by the organization in its several branches, and praised the officers for the lively interest they had displayed and the results they had accomplished.

Secretary Wehman's report showed a total of 1,457 names on the roll, 961 of which are in the Eastern District. These figures were taken up to June 10th. Canada is represented in this number, as are thirty-eight states and territories and the District of Columbia. In his annual report Treasurer Gibson announces receipts of $852.41 since the annual meeting in Providence last August. His disbursements were $596.82, and the balance in bank $1,301.19. Of this amount $710.33 stands to the credit of the national organization and $355.21 to the Eastern District.

Then the more important work of the evening was taken up. Chairman Betts, of the committee chosen to revise the constitution and by-laws, read his report and each article and section was adopted in order as far as that relative to allowing expelled members to rejoin the Federation. This matter was gone into very thoroughly. William Remppis, of Reading, Pa., apparently voiced the opinion of the majority of those present when he said, "No member should be, and I don't believe any one has been, expelled without good and sufficient cause and an opportunity for defending himself. But when he has done something to merit expulsion, then I believe we should not be over anxious to have him back again." After a prolonged open discussion by Messrs. Remppis, Betts, McGuyer, Swenson, Hart, Mann and Alofsin, article 3, section 4, covering this point was made to read as follows:

"Any member who may have been expelled may be re-elected to membership by a two-thirds vote of the members present at a regular meeting, but no such application shall be considered within two years of the date of his expulsion, and until it shall have been recommended by a vote of members present at a regular meeting of the district in which his offense was committed."

Copies of the new constitution and by-laws will be printed at an early date and mailed by the secretary to all members in good standing.

Probably the most important action taken was an appointment of a committee of fifteen to be selected from the various trade interests representing the motorcycle industry, to revise the competition and racing rules. This matter was brought up by William Remppis and occasioned considerable discussion before the details were worked out. Mr. Remppis was appointed chairman of the committee.

Aside from the discussion over the reinstatement of members, the other constitutional amendments of importance included the insertion of the word white in Section 1 of Article 3, making it read as follows: "Any white person of good standing, and owning a motorcycle, shall be eligible to membership." Section 3 of this same article, regarding affiliated club membership, reads as follows: Any regularly organized motorcycle club having an active membership of not less than fifteen members may become known as an affiliated club of the F. A. M. by enrolling and keeping enrolled in the national organization at least 75 per cent. of its membership, a certified copy of such affiliated club's membership roll to be forwarded, after its annual meeting each year, to the National Secretary of the F. A. M. in order that such affiliation may be maintained. In consideration thereof the F. A. M. initiation fee for each individual member of such club shall be waived, provided that such individual applications for membership shall be certified by the Secretary of the club of which the applicant is a member.

A new committee was created on highway improvement. This committee shall use its best endeavors to promote the improvement of public highways as far as is practical and will join all movements toward that end.

The election of officers proceeded very rapidly, and after President Betts called for nominations for that office not fifteen minutes was required to select the full complement. Many reelections were made. After a ballot vote for president, R. G. Betts positively declining a renomination, Earle L. Ovington, of New York City, was elected by a vote of 57. F. P. Prial, of New York City, received 22 votes. Roland Douglas, of New York City, had also been proposed, but had declined the nomination. For vice-president of the Eastern District, E. L. Buffington was nominated, and the secretary was instructed to cast one ballot, electing him. For the Southern District, E. Y. White, of San Antonio, Tex., was re-elected vice-president, as was R. K. Holmes, of Los Angeles, for the Pacific District. John R. Ball, of Milwaukee, was nominated and elected vice-president of the Western District. For treasurer Dr. G. B. Gibson, of Westboro, Mass., was re-elected, as was Henry J. Wehman, of New York City, to the office of secretary.

A motion was made by Roland Douglas that a committee be appointed to purchase and present a loving cup to Mr. Betts, as a mark of appreciation of the members for the faithful services he has rendered the F. A. M. since its organization. This was seconded by H. J. Wehman, and carried unanimously, with a large U. It was also moved that the secretary be given $200 for his services, rendered during the past year, and that a committee be appointed to present Chairman Douglas of the Competition Committee with a memento as an appreciation of the work he had performed and the results he had accomplished.

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To some people—particularly those without experience—all tires look alike; but there is a vast difference, both in **design, materials** and **workmanship.** It is easy for us to say that **G & J Tires** excel in these points. Our saying so may or may not be convincing. But the motorcycle riders themselves who have acquired a knowledge of tires from that most expensive teacher, **experience**—what do they say? They now use **G & J Tires** and will use nothing else.

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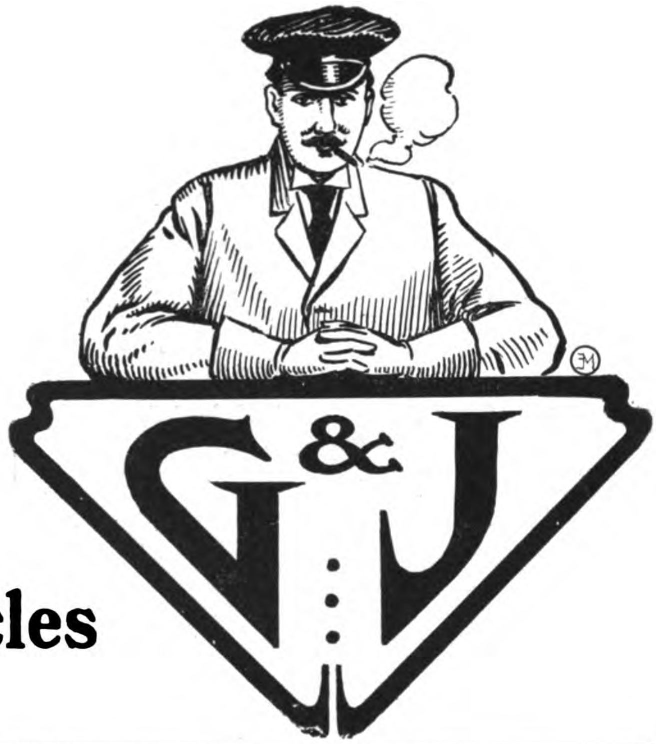

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F. A. M.'s New President

AT the business meeting of the F. A. M. Earle L. Ovington was elected president for the ensuing year, R. G. Betts giving place to him. Mr. Betts could have been elected had he so desired. He has been president of the organization from the start, as far back as 1902, but the calls of business and a broad idea that the services of a new man might be useful to the organization, led him to decline renomination. At the meeting in question there was some presidential material, but not much. Those men who were equipped by nature, education and experience to occupy the presidential chair were, for various reasons, compelled to decline the honor; so that, finally, the high place was offered to Earle L. Ovington.

The election of Mr. Ovington caused a wave of disgruntlement in the trade section. Many members of the trade have financially and personally supported the F. A. M., day in and day out, and they did not wish to see a trade man at the head of the organization, for the reason that they felt it would necessarily become an annex to his business. Especially did they not wish to have Ovington at the head of it, for the simple reason that, in their opinion, he has already had sufficient publicity in the motorcycle field. The other side of the question is presented by Ovington himself in a very clear, simple, brief and admirable statement, which is published elsewhere in this paper, and which he has sent broadcast.

In this he points out that he will absolutely divorce his trade life from his official station. Of course, this is impossible from the very nature of things. We are certain, however, that Mr. Ovington will make an effort to live up to the creed which he announces. Should he fail to do so, it will materially injure and may even disrupt the F. A. M. We again say that it was highly unfortunate that no man should have come forward with the promise of worthily filling the presidential chair. In any event, Ovington has marvellous energy, is highly intelligent, and he will be jealously watched by his fellow members, who will not fail to take suitable action should the F. N. interests be ever so slightly injected into America's chief motorcycle body.

The Clifton Saucer

THE Clifton Saucer was thrown open for motorcycle racing on July 5th. The races are fully described elsewhere in this issue. It is a six-lap track of wood, high banked. On this path de Rosier cut the flying start mile record from 56 2-5 to 56. In doing this he rode about one hundred feet over the mile. If he practised on this track for some time he could undoubtedly come near 52, thus proving that the Clifton Saucer is decidedly fast. But the Clifton Saucer is also decidedly dangerous. In riding on this track it is a matter of life and death, and the men who flew round it on Sunday, July 5th, took grave risks. When de Rosier was making his mile trial he almost elbowed the outside guard rail, where the bleachers are. For a second the crowd were open mouthed; but de Rosier recovered and nothing happened. Throughout the entire afternoon only two men were permitted on this path. Now, it is obvious that two men do not make a race; it takes three, and four are still better; but on the Clifton Saucer this is impossible. You can imagine what it is when a man flies round a steep-banked, six-lap track at the rate of nine seconds for each round.

Another important point is this: Throughout the afternoon of the races in question, the overflow audience, amounting to several hundred, were inside the track, with no bank or rail between them and the track. If any competitor had gotten into difficulties he would, as a matter of instinct, rush for safety into this common center. For instance, if de Rosier, going at sixty-mile-an-hour speed, had met with an accident, he would have veered off the track into this inner field. And just fancy what would have happened if de Rosier *had* rushed into the crowd at that speed, or at near that speed. In brief, the Clifton Saucer is a wonderful proposition. It is fascinating. It started off very successfully, and it will do a great deal for motorcycling in its neighborhood. But it is a death trap, pure and simple. We do not want any more Clifton Saucers. The ideal track should be at least three laps to the mile, and if any more saucers are built, as there are bound to be, we trust that the one-third-mile circuit will be the absolute minimum.

Best Kind of Stimulus

WE have before us on the editorial desk a huge pile of newspaper clippings, extending from July 7 to July 12. They mark the beginning of the New York to Chicago run at New York and carry it up to the Cleveland stage. The passage of these twenty hardy riders through five states has caused intense interest. Through the efforts of Manager I. F. Alofsin, who is a trained newspaper man, the press of the entire country had been fully informed beforehand as to the plans and route of the party. Matter of this sort is always considered very live stuff, and the townspeople all along the route were kept on the qui vive. The result was a right royal welcome in the string of towns along the entire stretch.

At each point there were huge crowds to welcome the riders, and motorcyclists at the stop-over points took them in and gave them the best that was going. This is all very fine; but beyond that is the effect of the newspaper stories, which are read by thousands of people who could not personally see the riders go by. This is the best sort of publicity. It carries the story of strenuous and successful motorcycling into every home in the land. The idea of riding on one of the "little fellows" from New York to Chicago is a feat that appeals to the popular imagination. The remarkable ride of Swenson from New York to the Windy City is a thing to conjure with. It is worth a scare head in any newspaper, and it got the BIG TYPE in scores of them. The Chicago and New York run and the Swenson feat are worth hundreds of thousands of dollars to the trade. And while some may look askant at deeds of this sort, it is necessary at this stage of motorcycling to promote them and give them the most cordial support. Though motorcycling cannot go back, it might halt, unless those interested in its development wisely stimulate it from time to time.

Get Together

THE F. A. M. have just held their annual meet at New York. The N. A. M. will hold their grand annual at Boston, on Labor Day. We have seen the F. A. M. people *en group*. They are nice people; quiet, jolly, not bumptious, with none of the odor of super-sanctity. We have not seen a single F. A. M.-er who palpably bore the label: Motorcycle Celebrity.

We have not seen the N. A. M.-ers in bulk. We are told, and we quite believe it, that they are "nobby boys." We know a few of them and they are all right. All this being true, why not *get together?* It is intimated to us that the N. A. M. men would combine, join, come in. On the other hand, we know positively that the F. A. M. people—the leading, guiding spirits in the F. A. M.—we know that they stand ready with open arms.

There is no need for *two* motorcycle organizations in *this country*. What is needed is one strong organization. A little courage, a little delicacy, a little courtesy and a give-and-take policy will ensure amalgamation. The F. A. M. Executive should say to the N. A. M. Executive: "If we attend your Labor Day meet, *with full power to act,* will you meet us half way?" We feel sure that the N. A. M. men would say: "Yes, we will." The rest should be easy. Unless we are greatly mistaken the two organizations should be one when the sun sets on Labor Day.

Not The Only One

IN the June issue of MOTORCYCLE ILLUSTRATED a paragraph was printed referring to Mrs. H. G. Smith, wife of the President of the Detroit Motorcycle Club as being an enthusiastic motorcyclist for some time, and stating that she was probably the only woman motorcyclist, or—let us coin the word at once—*motorcycliste,* between New York and San Francisco. Through the kindness of F. H. Williams, a prominent citizen of Minneapolis, we learn that this statement is not correct, for Mr. Williams writes us that Mrs. Williams has been an enthusiastic motorcycliste for more than a year now.

This lady learned to ride the old high bicycle when fifteen years old, and on her 48-inch Champion she made a century in ten hours over Colorado roads, which was a splendid record for those days, or for any day. Afterwards, as bicycles were improved, Mrs. Williams used a safety bicycle, and in 1907, in order to be up with the times, she bought a Wagner motorcycle, which she still uses. She is thoroughly posted on the machine, for many a morning, in the wee sma' hours, while Minneapolis dames were yet abed, Mrs. Williams was wrestling with the mysteries of her Wagner. Mr. Williams himself has been a motorcyclist for four years. He also uses a Wagner and he says: "I would not go back to pedalling if I were paid a fixed sum for each mile I covered.

"R. G." Retires

JUST a sprig of laurel for the retiring president of the F. A. M.—Ritchie Gregory Betts, known to the inner circle as "R. G." He refused re-election. He has been president of the F. A. M. since the very start, that is, over five years ago. He believed that new blood was the proper programme. He believed that he filled the office of president well, but he also entertained the broad idea that a new man does new things, and for that reason he declined to have his name put in nomination. The F. A. M. will grow, will expand and become a powerful organization. Its yearly meetings will come to be immensely important functions and strong men will be developed in various parts of the country. Orators will arise and will strut their brief hour; so will politicians, and there will be clamor for paid officials. Yet in those powerful days in the future, folks in the know, those who founded the F. A. M., will look back to the pioneer, primitive days when "R. G." was IT. For he ruled justly, according to his lights. In all his official acts he was uninfluenced, even though his decisions affected personal friends and hurt his business interests. His personal check book also was always at the service of the organization. He served without pay and almost without praise. Some showy, brilliant men may succeed him as president, but no one will ever surpass him in disinterested devotion.

The F. A. M. Meet

THE F. A. M. meet was a success and a failure. It was success in the sense that those who attended it had a good time. It was a success, too, in the sense that the F. A. M. Meet Club did all they said they would do. The stranger within the gates was welcomed with open arms and was taken about without cost. A delectable programme was arranged for him, and nothing was left undone to make his visit pleasant. The trouble was that there were not enough strangers to make New York sit up and take notice. Numbers cannot be given, but the attendance of out-of-town men was exceedingly small. The men who loitered about the headquarters at the Empire, who attended the smoker, the business meeting, the Paterson races and so on, were much the same group of motorcyclists who have been in the game since the start, plus a number of trade men who came to look on and get acquainted. Added to these was a sprinkling of out-of-town individuals and high privates. Of course, this was not the fault of the F. A. M. Meet Club. It simply means that motorcycling is as yet in the infant stage and too much cannot be expected of it. Year after year these annual meets will grow in importance and in attendance, and in time will rival those one-time classic functions, the L. A. W. annual meets.

The Open Muffler Nuisance

AT their regular club meeting, held June 26th, the Harlem Motorcycle Club passed a resolution denouncing the open muffler. They resolved that, when motorcycles are driven through the streets of towns, cities and other residential districts the exhaust should be properly muffled, because, when this is not done, it results in unnecessary noise and the motorcyclist becomes nothing more nor less than a nuisance. The Harlem club points out that, in time, the legislatures of New York and other states will take action in this matter which will seriously hamper motorcycling, because, in passing legislation to take care of the open muffler nuisance, they will probably blunder and pile on the agony. To show its sincerity, and to further emphasize its position on the open muffler nuisance, the club also resolved that, on all their club runs in future, no man will be allowed to ride with an open muffler. The action taken by this first class club should be followed by every other organization in the country.

School For Novices

THE motorcycle is a marvelous bit of mechanism, still in the period of evolution, and that necessarily means trouble. Oftentimes what seems a most unsolvable problem is an A-B-C proposition to half the boys hanging around the motorcycle agencies of the country. Now, what MOTORCYCLE ILLUSTRATED wants, needs, must have and means to get, is a man, a doctor of motorcycles, a man who can be of real service to the novice. The qualifications are absolute knowledge of the subject—not the lore of colleges, but practical acquaintance with those facts which are at the fingers' end of any skilled motorcycle mechanic, be he builder or repairer. Of course, in addition to that our doctor must have the faculty of stating the same in clear and simple language, so that the reader will not be done to the death with technicalities. That's the sort of man Motorcycle Illustrated wants. Do any of you know him?

A Wise Decision

REFEREE DOUGLAS has arrived at a wise and just decision in reference to the protests made at the conclusion of the second day's run in the F. A. M. Endurance Contest. These protests alleged an excess of ten miles in the course over the official mileage given, and investigation has borne out the allegations as a whole. The distance covered was actually eight miles too long. Therefore the protests were allowed and perfect scores credited three riders who had followed a regularly laid out time schedule. Of course, the extra mileage threw them out, and it was due them some reparation should be made. At the same time, as the title to the diamond medal was not clean cut and decisive, it has been decided not to award it in the private owners' class, which puts all competitors who made perfect scores on an even footing, and all will receive gold honor medals. In Class B, the trade amateur class, there was no protest and the award of the diamond medal to Walter Davidson was not disturbed. Aside from that, his record was so far ahead of all others in his class that the error in the course did not affect his title.

Making History

MOTORCYCLE history is being made rapidly in these dog days. The F. A. M. meet occupied a week. There was a remarkable endurance run extending over two days, in which motorcycles made a new record for reliability. In the Economy Contest a machine was sent over a fifty-mile course on a quart and an ounce of gasolene. At the Bing Bang Fest there were high old times, and the death rate was terrific. At Paterson, on July 5, a new track was opened and some new world's records were made. On the Monday following a score of men left for a run to Chicago. On Monday, too, Swenson, The Terrible, started from New York and reached Chicago in a shade over two days, leaving a blaze of press notices in his wake. Altogether there have been great goings on, and the pages of Motorcycle Illustrated cannot contain half the facts and fancies relating to it all.

Roland Douglas

AT the F. A. M. meet no heavier burden of work was imposed on any individual than fell to the lot of Roland Douglas, chairman of the Competitions Committee. He it was who had charge of the Endurance Run, the Economy Contest and the races at Paterson. He refereed the Endurance Run, he managed the Economy Contest and refereed the Paterson Races. This was indeed going some. Throughout these strenuous days, extending from the Monday until the following Sunday, Mr. Douglas was always on the spot. He worked day and night and slept but little, and yet through it all he remained courteous to all who found it necessary to approach him. Too much praise cannot be given him for his unfailing intelligence, energy and courtesy.

Dead to the World

A NUMBER of prominent motorcyclists were "missing" July 3rd, 4th, 5th, 6th and so on. Eventually they turned up with pale and virtuous faces. They had been to the Bing-Bang-Fest. 'Twas a merry party and the mortality ran high. Reminds one of that jag-fest held each year on Huckleberry Island, on the Sound, by a number of dyed-in-the-wool yachtsmen. At this annual celebration the stars look down upon some strange rites. It is considered an honor to be carried away dead. To reach Nirvana via the Huckleberry Island route is the daily prayer of the old and seasoned yachting man.

It Hit the Mark

THE July 1st issue did not fail to hit the mark. A firm worth several millions wrote: "Fine. You are bound to make a remarkable success." Several firms, *not* worth several millions, wrote in kindred strain. Readers from here, there and yonder said: "Fine, nothing better." A clever journalist wrote: "Its easy, intimate, friendly style is a wonder." All of which is sweet as dew in the morning and blessed manna to the men who did the thing. And now for the steady grind!

TRADE MEN WILL GATHER AT ATLANTIC CITY

THIS year Atlantic City will be the Mecca for many cycle trade men. On August 5th, 6th and 7th the manufacturers of bicycles, bicycle accessories and the jobbers will assemble at the pleasant Jersey resort for their annual conventions. Besides the business part a leisurely program of entertainment has been arranged. The associations which will hold their conventions are The Cycle Manufacturers' Association, The Cycle Parts and Accessories Association and The National Association of Bicycle Jobbers. The headquarters of all three associations will be at the Shelburne Hotel, though many will put up at the Dennis and the Penhurst. All the business meetings will be held at the Dennis. The Cycle Parts and Accessories Association committee consists of W. J. Surre, of the Corbin Screw Corporation; D. Troxel, Troxel Manufacturing Company, and Ralph D. Webster, of the Eclipse Machine Company. The Cycle Manufacturers' Association committee is composed of Harry Walburg, Reading-Standard Company, and J. F. Cox, the Pope Manufacturing Company. As many of the members of these associations are directly interested in the motorcycle trade it will, in part, be a motorcycle gathering.

BALTIMORE, Md., July 4.—Two motorcycle events were decided on the Pimlico track to-day. One was a mile match race between M. E. Mangold and Chic Thomas. Mangold won in 1.20, while Thomas ran into a fence and did not finish. The other event was a five-mile handicap which resulted as follows: M. E. Mangold (20 seconds); second, Chic Thomas (20 seconds); third, W. S. Fisher (30 seconds). Time, 5.49. All the men rode 3½-h. Indians.

BLANKS are out announcing the First Annual Western Division Meet of the Federation of American Motorcyclists. It has been arranged in time to celebrate the arrival of the men who rode from New York to Chicago. The meet will be held at Crown Point, Ind., this Saturday, July 18th. Six events have been listed, of which four are championships. The Crown Point track is located on the Lake County Fair Grounds, about forty miles from Chicago.

TWICE A VICTOR

Walter Davidson, Who Won the Endurance Run Diamond Medal and Who Beat All Classes in the Economy Contest

ONE of the happiest men at the F. A. M. Meet was Walter Davidson, President of the Harley-Davidson Motor Company. He came all the way from Milwaukee to meet the boys, and, incidentally, to take part in the Endurance Run and in the Economy Contest. He was remarkably successful in both events. In the Endurance Run he made a perfect score and won the diamond medal in the trade riders' class. This medal is awarded for a perfect score, 1,000 points, plus five additional points for the most consistent riding. In the private owners' class. owing to the fact that the course was eight miles too long, no diamond medal was awarded, for the scores of several men approximated each other. But in the trade riders' class, Mr. Davidson was so far ahead of all others that no one could dispute his title to the highest award.

In the Economy Contest, Mr. Davidson also scored. On a stock Harley-Davidson, taken from the New York agency, he rode over the fifty-mile course on a quart and one ounce of gasoline. Not only did Mr. Davidson win in his own class, but he had a better consumption record than even the smallest classes entered. He rightly regards his victory in the Economy Contest as equal in importance to the diamond medal award in the Endurance Run, for, after all, economy in operation is a factor that most motorcyclists can't afford to overlook.

WALTER DAVIDSON.

In a chat with MOTORCYCLE ILLUSTRATED, Mr. Davidson stated that he had taken part in three endurance runs—one in 1906, in which he got his first experience and very little glory; another in 1907, and, of course, he took part in the 1908 run. The 1907 run was held September 14-15, from Chicago to Kokomo, Ind., and return, 414 miles. In this run twenty-seven men started and but three made perfect scores, and among them was Mr. Davidson. The average man thinks that an endurance run is mere play. He figures out that if a motorcycle can go from thirty to forty miles an hour, it is certainly not asking too much of it to cover fifteen miles an hour, hour after hour, for one or two days. But in this he is totally mistaken. The recent endurance run covered 354½ miles, or thereabouts, and if the man who thinks it was easy could see the riders at the finish of the first and second days he would change his mind. Barring a few of the younger, sturdier men, the contestants plainly showed the strain, except the few who, like Mr. Davidson, *took it easy*. For, be it noted, first, last and all the time, that the secret of these runs is to nail that good, old German motto on your handlebar and "make haste slowly."

The principal thing in an endurance run, according to Mr. Davidson, is to have your machine mechanically perfect, to give it a thorough tryout before the run, and to be absolutely sure of it, except, of course, as regards tire troubles, which can never be guarded against. This accomplished, the rider is perfectly free to devote himself to the race itself. Knowing that his machine will stand up under him, all he has to do is to look out for the various signs, signals and directions, and to watch the clock which he has attached to his handlebar. The great mistake that most riders make is to rush wildly from control to control, at a terrific pace, the object being to gain time for repairs, in case *something* should happen. It is this nervous fear which drains many riders of their vitality, so that toward the end of each day's run they are weakened physically, and more or less disturbed mentally. When in this condition they are liable to meet with any old accident, and if they do fall into ill luck they are in very poor shape to get going again.

On the 1908 run, the Harley-Davidson machine ridden by Mr. Davidson was not touched from start to finish, except that one puncture took three minutes to repair.

The Economy Contest was run over a fifty-mile course on Long Island, the riders making six laps to cover it, and, incidentally, climbing a stiffish hill that number of times. That made it an ideal contest. Of course, as most readers of Motorcycle Illustrated know, the purpose of an economy contest is to determine how little gasoline a machine will use for a given distance. In the recent economy contest absolutely no pedalling was allowed, which is a new proposition in economy contests in this part of the country. In this event the Harley-Davidson won with a record of fifty miles on one quart and one ounce of gasoline. Although there were much smaller classes in the run, the record of the Harley-Davidson was not only the best of its own class, but the lowest of any class, which makes the result all the more noteworthy. A record of this sort is only possible when a machine is perfectly O. K.; when the carbureter is perfectly adapted to its purpose, and when the power is transmitted and converted into motion with the least possible waste.

The Harley-Davidson people have been in business for four years and have made haste wisely and conservatively. Each year they have made improvements, but they have never changed the size of their motor. When they first put their machine on the market most other manufacturers were using very small motors and the Harley-Davidson engine was regarded as huge and uncouth; but year after year the trend has been in favor of larger motors, and today most of the manufacturers are using motors the same size, or nearly so, as the Harley-Davidson started with, and which they have continued to use up to date. The Harley-Davidson is built especially for all-round, everyday use. It is equipped with 2½-inch tires—¼ inch larger than the usual size; has a spring fork, and many other features which have made it very popular with motorcyclists. In addition to sound construction and good business methods, the machine has been on view at the various meets, and no little of its reputation is due to the manner in which the president of the concern has exploited it, and that manner is the quiet, effective manner—not the other kind. The company have recently appointed as their New York and New Jersey agents the Thomas-Roberts Motor Company, who have opened a fine store at 2230 Broadway.

A NUMBER of New York riders gave a rousing farewell to T. K. Hastings, the Brooklyn rider, who sailed for England on the 4th inst. to partake in the "End-to-End," or, officially, the Six Days' Reliabilty Trials of the Autocycle Union of England, of which he is a member.

This is the classic event in British motorcycling. It starts from the lowermost point of England and ends at the most northerly point of Scotland. The distance is 886 miles. The following cables have been received from Mr. Hastings:

London, July 13.—Arrived in good season; pleasant voyage; best of health. Everything in order and ready to start. Received most cordial reception by English motorcyclists. Weather fine; roads excellent.

Taunton, July 13.—Qualified first day; weather rainy; roads very bad; going greasy. Bailey treads hold; everything running fine.

Warrington, July 14.—Qualified second day; weather rainy; going bad; roads greasy. Bailey treads hold; everything running fine.

Moffat, July 15.—Qualified third day; weather fine, clear; roads excellent. Everything running fine.

MONDAY night, July 6th, the 1908 model, 6-h. twin-cylinder racing type N. S. U., belonging to Roland Douglas, chairman of the Competition Committee of the F. A. M., was removed from McLaughlin's storage depot on West Seventy-sixth street, New York City. The machine can be easily identified, as it is one of only a few of this particular model in the United States. The motor number is 11,438, and the magneto is forward of the engine. The frame and tank are black, and the machine is fitted with a two-speed gear. Insurance was carried, and the company has put the matter into the hands of the police. Any information should be telegraphed to Roland Douglas, 317 West street, New York City.

TUXEDO PARK, N. Y.—At the outdoor sports held at this fashionable colony on July 4th, the motorcycle event was won by John Ludley, with J. Jones second.

AN out-of-the-ordinary motorcycle tour, or rather journey, in which the object to be attained is also somewhat different from the usual, has just been begun by J. Stout, a St. Paul newspaper man. Mr. Stout is better known by the name of "Jack Knife." He has planned a tour of thousands of miles that will begin in England and have its eastern end in some point in Asia that has not yet been decided upon.

The long ride will be made with a view to finding new models of toys for little folks. He will send back specimens of the toys that he thinks have never been seen on this side of the Atlantic, and which can be adapted for use by American children, together with descriptive notes telling of the manner in which they are manufactured abroad.

ST. LOUIS, MO.—At the annual hill climb of the Southwestern Motorcycle Association held on the afternoon of June 28, at Kimmswick, both the single and double-cylinder events were captured by Tim Bahnsen on Indians. Summaries:

Double-Cylinder Class—Tim Bahnsen, Indian, first; John Hurck, Indian, second; Ralph Wilson, Indian, third. Time, 1.06.

Single-Cylinder Class—Bahnsen, first; Everett Klein, Armac, second. Time, 1.26.

PRELIMINARY announcement has been made that the National Association of Motorcyclists, briefly known as the N. A. M., will hold their annual meet at Boston on September 1st, Labor Day. Particulars of this meet will be published in future issues of Motorcycle Illustrated.

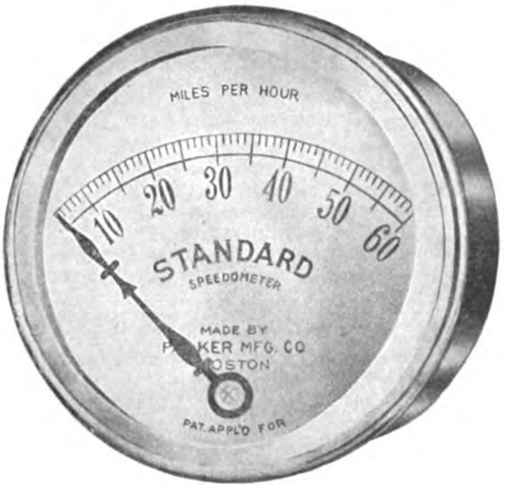
THE one great annual feature in British motorcycling is the trip of the Motorcycle Club of England from London to Edinburgh. This year's trip was the sixth offence. One hundred and thirty-six riders took part, among them one lady, Miss Hind of Coventry.

LOS ANGELES COUNTY, Cal., is about to expend some $3,000,000 in boulevards, and this, together with the fine all-the-year-round climate, will make this section one of the finest motorcycling centers in the country.

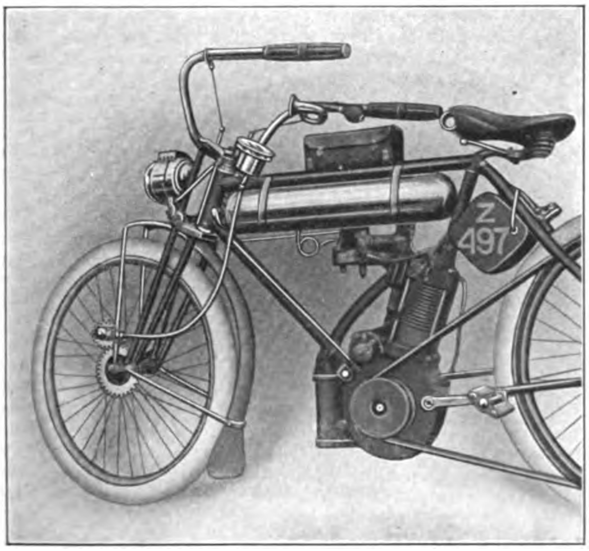
TRADE

The Standard Speedometer

ATTENTION of the trade is called by the Parker Manufacturing Co., Clifton and Shirley streets, Boston, Mass., to their new standard Speedometers for motorcycle use, illustrated herewith. This instrument is made on exactly the same principle as the standard Speedometer for automobiles and the mechanism is such that it is impossible for it to become inaccurate through continued use and the severe vibration that it is subject to on motorcycles. The method of attaching it to the front wheel does not interfere in the least with the action of any spring fork, and by the use of the fibre driving pinion it is absolutely noiseless at all speeds.

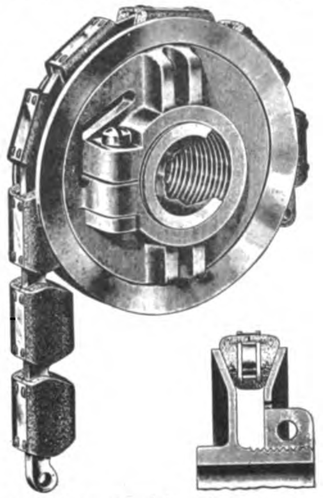


It was used on several machines in the late endurance run through the Catskills, which was a very severe test, and in all cases it gave perfect satisfaction. The instrument can be attached to either the top tube of the frame or on the handlebars, and it can be adjusted to any convenient angle so that it may be clearly read. A rider can feel perfectly safe in riding through a town where the speed laws are strictly enforced, as he can tell at all times at a glance whether or not he is riding within the limit. Dealers, jobbers and supply houses are asked to communicate with the manufacturers for prices, terms, etc.



New Whitney Chain

A NEW chain belt has been gotten out by the Whitney Mfg. Co., of Hartford, Conn., which is especially adaptable for motorcycle use. It is composed of center blocks, rivets, special side links, leather covers having special form and a screw connecting link with a reliable spring locking device.



The leather covers are wrapped closely around each pair of side links and are held firmly in place by means of the steel plates having projections or teeth on the sides, which are imbedded into the leather, thereby holding the ends securely together. Projecting points on the side links are passed through the locking plates and riveted firmly against the same.

Only the leather covers come in contact with the grooved pulleys and the drive is therefore noiseless. On account of the chain construction the belt is absolutely flexible, even when running over a pulley of small diameter, and the chain center eliminates elongation due to stretch, which has been experienced with other types of belt drive.

By means of a special adjustable pulley the chain belt may be given the exact tension required without the means of an idler pulley and without any provision for an adjustment between the centers of the pulleys. As shown by the cut, the flanges of the adjustable pulley may be brought together to tighten the chain belt or they may be separated to loosen same and the adjustable flange on the pulley may be locked in position by the binding screw shown in the cut.

Before turning or removing the screw from the connecting link, the locking plate on the opposite side from the screw head should be lifted slightly to disengage the milled end of the screw from the oblong slot in the locking plate. In putting the chain together when the ends of the chain are detached, it is not necessary to lift the locking spring, as the screw will automatically find its position in the oblong slot after the milled end passes through the side plate.

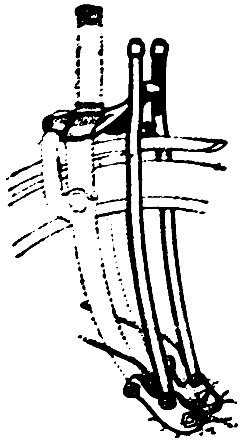
Sales Possibilities

THE Board of Police Commissioners, St. Louis, Mo., have been authorized to purchase two motorcycles for police use.

DIANA, New Mexico, Miller Bros., agents. Send all catalogues.

MOTORCYCLE

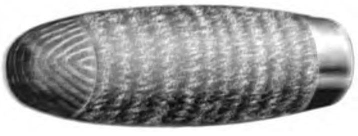
WORDS fail to describe the thorough satisfaction a good spring fork affords, and for those whose machines are not so equipped the Sager Cushion Fork, made by J. Harry Sager, Rochester, N. Y., was put on the market. This fork is an ideal cushion for the front of motorcycles, absorbing all vibration; adds three inches to wheel base. It can be attached or detached in a few minutes, the only tools necessary being a monkey wrench.



It is the standard in motorcycle forks used as a regular equipment on the following machines: Harley-Davidson, Yale-California, Fowler-Manson, Thiem, and is also applicable to the Indian, Reading-Standard, Armac, Merkle, Light, Wagner and others.

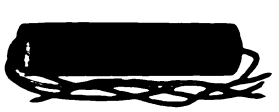
The price of a fully nickeled fork is $15.00, returnable after thirty days if it is found not satisfactory.

THE grip shown here, manufactured by the O. T. Peckham Company, 89 Sixth street, Grand Rapids, Mich., has proven one of the most popular with motorcycle riders this spring. This company make all styles of wood, leather and corkene grips, but the orders for the one shown, their No. 75, are more than double that of last year. This is a wood tipped leather grip, made up of a solid hard maple core, wrapped with leather thongs, the ferrule end being fitted with a brass nickel plated ferrule and the cap end is stained an imitation of leather and highly polished. The cap is a part of the solid core, making a grip that is practically indestructible. During the coming fall this company will place on the market something entirely new in every respect, a grip that will do away with the vibration of the bars completely.



BULLARD speedometers have met with an instantaneous appreciation among riders this season. The new model weighs only ten ounces, yet the dial is two and one-quarter inches across its face. The instrument is attached to the handle-bar, directly before the rider's eyes, and is operated from the front wheel by a flexible shaft and gear. It is very compact, neat in appearance, and, above all, absolutely reliable at all speeds. For one of their new catalogues, write Bullard Specialty Co., 125 Hawley Street, Springfield, Mass.

E. Q. WILLIAMS, of Syracuse, N. Y., manufactures a line of ignition apparatus, including coils, plugs, switches, etc., and has developed a specially constructed coil for motorcycle use. These are non-vibrating coils, put up in hard fibre cases with fibre ends and flexible rubber covered leads. They are carefully made and the case is completely filled with special insulating compound, rendering them waterproof and practically indestructible. They are made with four leads for the reason that a four-lead coil will give nearly double the spark that a three-lead coil will with the same battery.



Breaking into Los Angeles

AS is well known, Los Angeles is one of the most active motorcycling towns in the country, considering its size. There is a splendid club there, and they own a fine clubhouse. To the race meet held June 27 the Los Angeles papers devoted full pages. This proves that the city is alive to motorcycling. As many manufacturers may want representation in Los Angeles, the names of the agents there are printed. In this connection it should be noted that many of them are not only city agents, but also handle large California territory.

C. L. Smith, 524 West 7th street, N. S. U. Thiem, Torpedo. F. M. Jones, 639 S. Spring street; Armac. Frink & Bryant 625 South Spring street; California agents for Wagner. Burwood & Ziegler, 923 South Main street; repairs and buyers and sellers of motorcycles. Oliver & Worthington, 1030 South Main street; Merkel. Plaza Machine Works, 521 North Main street; motorcycle repairers. John T. Bill Co., 10th and Main streets; Reading-Standard. W. H. Whitsell & Co., 628 South Spring street; Excelsior. R. K. Holmes, 116 East 7th street; Reading-Standard and Armac. W. T. Carter, 3662 South Main street; Southern California agent for Minneapolis. R. Seibert, 137 East 7th street; Merkel and general repair shop. Appeal Manufacturing & Jobbing Co., 633 South Los Angeles street; carry a full line of motorcycle tires, saddles and other equipment. Joe Singer, 2218 South Main street; general motorcycle construction and repairs. Daniel & Banks, 2311 South Main street; supplies, repairing, etc. Frederick Buneman Co., Spring at 7th street; Minerva. E. L. Parmalee 923 South Main street; Harley-Davidson. Hercules Auto Specialty Mfg. Co., 1028 Main street; Thor.

In addition to these, all the tire manufacturers are represented by branch houses or through local rubber companies.

New Motorcycle Maker

FROM Moorestown, N. J., comes word of a new concern which has entered the motorcycle manufacturing field with both single and twin cylinder models, which will soon be put on the market in quantities. The Hilaman motorcycle is the product of the A. L. Hilaman Company, of which A. L. Hilaman is the general manager. Mr. Hilaman has had many years' experience in both bicycle and motorcycle business to back him, together with a substantial company and capital to further the project.

Specifications for both models are practically the same; the single is rated at 3½ h.p., 3¼ in. by 3½ in., and the double with two cylinders, the same dimensions, 7 h.p. Pistons 3½ in. long, three rings. Fly-wheel 8⅜ in. diameter 1½ in. face, 32 pounds in the single and 26 in the twin. Bearings, main, 1 in. dia. 3⅜ in. long. Crank pin ⅞ in. dia. 1⅝ in. long; 1 in. dia. on the twin. Hollow piston pin, ⅝ in. dia., 1½ in. long, all spindles tool steel, running in best bronze. Valves, 1 9-16 in. dia., 5-16 in. lift. Cooling, 18 cubic feet on each cylinder and head. Weight, 60 lbs. single, 75 lbs. twin. Prices, 3½ h.p., $100; 7 h.p., $150.

Tire and Tube Vulcanizers

THE O'Neil Tire & Protector Co. have succeeded to the business of the Akron Pneumatic Tire Co., Akron, O., and are manufacturing tire and tube vulcanizers. These vulcanizers will accommodate all sizes and styles of tires without the use of shells or bottom plates, which are considered by experienced repair men to be a source of great annoyance and trouble. There are three separate steam chambers for the purpose of vulcanizing any part of the tire desired, thereby eliminating the possibility of overcuring other parts. For instance, if the tread is to be vulcanized, turn on steam in chamber supplying heat to tread, and if the beads are to be vulcanized, turn on steam in chambers supplying heat to beads. This is a very important feature, as there is always danger of great injury to the tire when the heat comes in contact with any other part of it except the repair. This arrangement also materially reduces operating expenses, which is a very important factor in placing a repair department on an economical and profitable basis.

NOVELTIES

Fourteen Thousand N. S. U. Users

AMONG the many good makes of motorcycles which a prospective buyer may choose from is the N. S. U., which is manufactured in Neckersulm, Germany. This company has been manufacturing motorcycles since 1899 and recently established a New York agency at 206 West 76th street.

The N. S. U.*people are the oldest motorcycle producing firm in the world. They employ over 1,000 men in their shops and every detail in the production of the N. S. U. is handled under one roof.

There are over 14,000 users of this machine in all parts of the world. The records for hill-climbing, endurance, speed and economy tests that have been won by the N. S. U. show the unqualified strength and unquestioned reliability of this machine. Recently a Mr. Cawkweil, of Maltby, England, covered 35,000 miles in two seasons with one of these machines.

The N. S. U. offers the buyer a wide range of machines to choose from. They are single and double cylinder motors, road racers and touring models, from 1¼ to 6 h.p., with free engine and two-speed gears if desired.

Reading Standard Makes Fine Record

EVERY Reading-Standard that started in the endurance run, and there was quite a bunch of them, reached New York on time, making the passage over the rocky and mountainous roads of the Catskill region without trouble. Of the three Reading-Standard machines which finished the entire run, 354½ miles, one scored a thousand points, while the other two made 982 and 975. The machines were strictly stock and many of the Reading-Standard men were not "old hands" at this endurance business; so that the results achieved may be credited largely to the machines and not to the riders. This company, which is one of the largest in the country, are always in the field for high class agents.

Bairdstown Grade Conquered at Last

BAIRDSTOWN HILL, that block and a half long, 32% grade, which has so long withstood all attempts of Los Angeles riders to conquer it, has had its laurels wrested away twice this spring. Joe Merkel made the ascent about a month ago on one of the new Merkel twins and ten days ago J. A. Scott, local manager of the Hercules Auto Specialty Co., rode a new 5 h. double Thor, which he had just received from the factory in Aurora the day before, up the hill in a very easy and convincing manner. This Thor was a regular stock model with the usual road gear of 5⅓ to 1.

New Atlanta Co.

ATLANTA, Ga.—W. B. Alexander and George N. Seewald have organized the Alexander-Seewald Co. The new company will handle bicycles, motorcycles and tires on a large scale. They have already closed with Morgan & Wright for their Southern agency, and have also taken on the motorcycle agency of the Consolidated Mfg. Co., of Toledo, Ohio. Mr. Seewald was for five years manager of the Atlanta branch of Morgan & Wright.

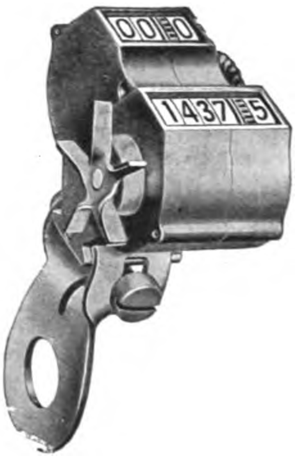
A Live St. Paul Agent

ST. PAUL, Minn.—J. F. Ptacek, the local Indian agent, has had a successful two weeks' business. Some of the sales were a 5-h. twin cylinder to F. S. Haas; a 3-h. to J. P. Holly, and J. Decosel, a 5-h. twin cylinder; William Hammelton, a 3½-h.; J. D. Sexton, a 3-h.; R. F. Guire, a 3½-h.; J. W. Maguire, a 3-h.; D. Helle, a 3½-h.; E. G. Rugby, a 5-h. twin cylinder; J. C. Romel, a 3-h.

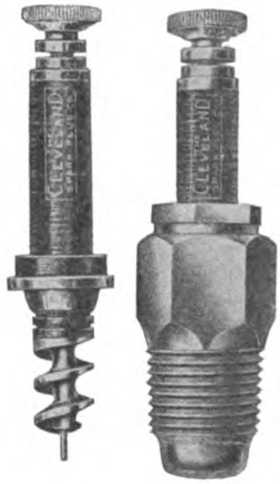
Pittsburg Agent Moves

PITTSBURG, Pa.—The Motorcycle Exchange, formerly the Duquesne Cycle Company, of 132 South Highland avenue, has moved to 5906 Penn avenue, where it occupies the building with the Imperial Motor Company. It is largely through the untiring efforts of this company that the motorcycle is becoming so popular hereabouts. The Indian and Thor machines are handled by the Exchange.

THE Veeder Mfg. Co., 42 Sargeant street, Hartford, Conn., manufacture the trip and total mileage cyclometer shown in the cut especially for motorcycle use. They sell for $2.00 each and the striker to go on the spoke costs 25 cents extra. With a cyclometer a rider can tell just how long his batteries have carried him, how many miles it takes to wear out a tire, how far a gallon of gasoline will carry him, etc. In addition to the above the Veeder Co. make a specialty of fine castings, odometers, tachometers, tachodometers and counters, etc. This cyclometer is very similar to the bicycle type which this company first marketed years ago. Motorcyclists will find the instrument thoroughly reliable and accurate.

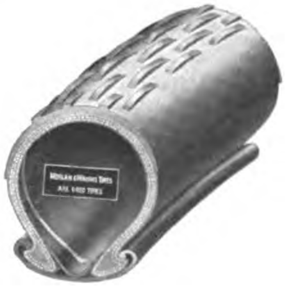


MANY riders make the mistake of thinking that because their cylinders fire regularly everything is O.K. But this is not necessarily so, as partly carbonized plugs allow the escape of electricity, causing weak ignition and loss of power long before they commence misfiring. Experts agree that poor ignition causes great falling off in power, and the heart of the ignition is the plug. A plug that is but a gap for the spark to jump across is not sufficient, for the spark is the life of the motor, and the way a plug sparks in the open air is no indication whatever of what is taking place inside the cylinder under compression.



The Cleveland spark plug has been marketed to overcome the failures of ordinary plugs. It is absolutely unaffected by an excess of oil, and will not misfire in case of poor compression; in fact, it fires uninterruptedly without compression, which no other plug will do—a feature of great merit for "starting on the spark." The Cleveland spark plug is made "on honor." Each part is mechanically perfect, being manufactured from particularly selected stock and finished to micrometer gauge. Every plug is carefully assembled and thoroughly tested before it leaves the factory.

The Cleveland spark plug is expensive to construct, but the motorist is rapidly realizing that it is poor policy to put cheap plugs on high-priced motors and expect to secure satisfactory results. The price is $2.00 each, for any thread, and they can be secured at supply houses or direct from the manufacturers, the Cleveland Spark Plug Co., 1070 Power avenue, Cleveland, O.



A NEW non-slip motorcycle tire, said to be a sure "skid stopper," will be placed on the market within about ten days' time by Morgan & Wright, the well-known makers of "good tires." It is called the Basket Weave Tread. The makers claim for this tire that its peculiar formation brings the greatest possible length of sharp edge projections in contact with the roadbed at one time, thus producing a greater resistance to side-slipping than can be secured from any other combination of knobs, creases or ridges.

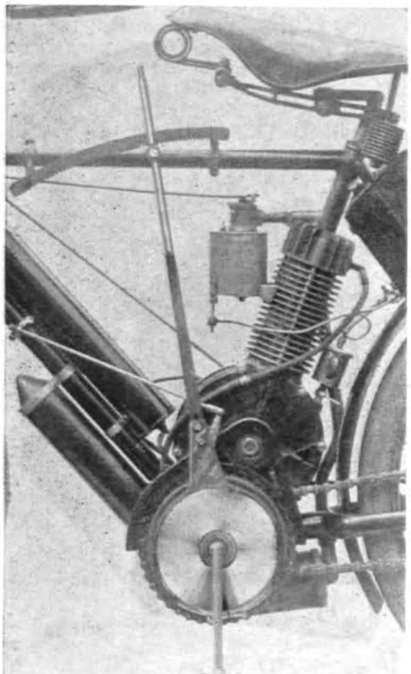
The New B. & C. Transmission

ANOTHER two-speed and free engine transmission of excellent appearance and construction has just been introduced from Cleveland, Ohio. The inventors and manufacturers are Bushnell & Cannon, 1268 East 80th street, and the many advantages of this transmission are herewith illustrated and explained.

It is of the planetary type, with gears and pinions enclosed in a dust proof case and running in a bath of oil, thus insuring their perfect lubrication at all times, and consequently long life of all bearing parts. High speed is obtained through a multiple disc clutch which insures a flexible control and a positive drive. A two-point double row ball bearing carries the load on high speed and also takes the thrust of the multiple disc clutch. The best of materials are used throughout in its construction, and with its handsome nickel plate finish adds rather than detracts from the looks of the machine.

It may be applied to any chain-driven motorcycle of the countershaft type, being designed to attach to the countershaft eccentric in the same manner as the compensating sprockets used in the regular equipment. It may be used on any machine of the above class, whether single or double cylinder, being especially desirable for tricars, delivery vans, etc.

Operation is by means of a single lever working in a quadrant attached to the top tube of machine. When in extreme forward position, the motorcycle is driven at the speed normally obtained through the regular gearing of the sprockets. The reverse position of the lever gives a reduction of 50 per cent. from speed obtained with lever in forward position. When lever is in an intermediate position the engine runs free, all of these results being obtained from a single lever with but a simple forward and backward movement.



Within less than an hour's time this device may be readily attached to chain-driven motorcycles with crank hanger countershaft, as the Indian or machines using Thor parts, thus converting the old machine into an up-to-date motorcycle with a two-speed and free engine transmission.

To obtain an easy start, free from all jolts caused by the explosions in the engine cylinder, the rider has but to allow the low speed clutch to slip slightly, thus completely absorbing all shocks which would otherwise be transmitted to himself. By moving the lever a notch or two forward a positive drive on high speed is obtained.

The rider may travel through streets congested with traffic with perfect ease and safety, allowing the engine (by means of the transmission) to transmit just enough power to the rear wheel to keep the machine moving slowly; or, if pocketed in the traffic, he may come to a standstill with engine still running. Another start may then be made without pedaling. This feature is especially advantageous when ascending a steep hill.

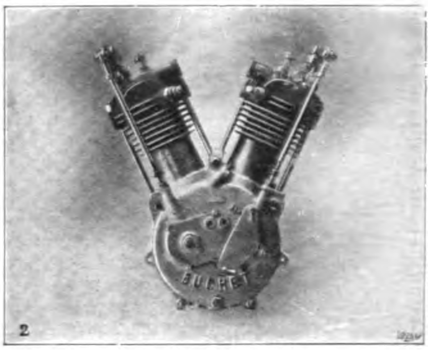
Very rough roads, deep sand, bad bridges, etc., can be negotiated at a slow speed, which is very desirable for the pleasure and comfort of the rider and the safety of the machine.

Steep, rough hills with sharp and dangerous curves can be mounted at a safe and comfortable speed, requiring about half the power that would be necessary without the use of the transmission, and with perfect freedom from danger of stalling, or the disagreeable necessity of pedaling to assist the engine in making the ascent. The free engine device may be used for coasting, the machine running much more quietly and freely than before. This is also a very desirable feature in case of engine trouble, as the motorcycle may then be pedaled with ease.

The B. & C. transmission is fully guaranteed against defective workmanship or materials for six months. The price is $50.00.

American Buchet Agency

THE Prospect Motor Co., well known for their successful efforts in introducing Peugeot motors on this side of the water, have secured another important agency. To fill the demand for high powered racing and pacing machines this firm is now supplying Buchet motors, favorably known abroad for their speed and reliability, and a favorite with racing men on account of smoothness of running and excellent wearing qualities. These motors are readily distinguished by their large overhead valves, which allow of a particularly free exhaust, making overheating impossible even under most severe conditions.



These motors are supplied in various sizes, but the 4 H. single and 8 H. double are recommended as particularly effective. The cylinders have a bore of 3⅜ in. and stroke of 3½ in., and with proper racing equipment the single is guaranteed a speed of sixty miles per hour. The price, complete with carburetter and pulley, is $100. The price of the double is $165 complete. The Prospect Co. have fully demonstrated the excellent qualities of the Peugeot motors, which will, as heretofore, be supplied on all their standard Simplex motorcycles. It will be interesting to follow the success of these new motors.

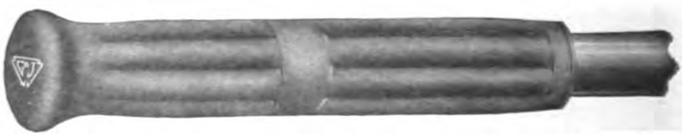
From Cycle to Motorcycle

THE cut illustrates a small Clement motor of one and one-quarter (1¼) horsepower and of the four-cycle type. The Clement motor is a thoroughly practical machine in every respect. The manner in which it can be applied to the ordinary bicycle is simple, strong and neat, doing away with the unnecessary weight of the various cycle motors and giving a power-driven bicycle of normal weight with many advantages above anything of the kind now on the market.

It has been used successfully for two years in France. Many advantages are claimed for it, such as uniform speed, ease of control, reliability, etc. It is handled in this country by the Clement Motor Equipment Co., 1900 Broadway, N. Y. City.

G & J's New Grip

HERE is the new G & J Rough Rider motorcycle grip. This is an article which the Indianapolis Co. have just started to manufacture, and several new features are sure to make it popular with riders.



This grip extends about four inches beyond the end of the handle-bar and, being made of a high grade of rubber, is very pliable, therefore eliminating a large amount of the vibration and jar on the rider. Another advantage of the G & J Rough Rider grip is the knob on the end, making it easy to hold and without any liability of the hand slipping off.

THE

DIAMOND MEDAL

Highest Award in the

Great F. A. M. 1908 ENDURANCE CONTEST

Score 1000 *plus* 5. Won by a

HARLEY-DAVIDSON

The DIAMOND Medal is awarded for a perfect score, plus the most consistent riding. This is determined by timing the riders at certain checking points along the course. To win the DIAMOND MEDAL the rider had to arrive at *each* of these checking points practically *exactly* on time schedule. The Harley-Davidson did this. It ran perfectly every foot of the way over a course especially selected to thoroughly test the machine. In fact, this was the hardest test of motorcycles ever made in this country. It never faltered. In the Hill Climb, in the Brake Test, in Endurance and Reliability,

The HARLEY-DAVIDSON Surpassed All Others

Remember: there were Sixty-four Starters. Two days later in the great

Fifty Mile Economy Test

a stock Harley-Davidson, taken out of their New York Agency, covered the *Fifty Miles*, climbing a stiff hill *six* times, on

One quart and one ounce of gasoline

This was the *lowest consumption used* by any of the competitors, including even the *smaller* classes. Isn't that the kind of Motorcycle you want?

WRITE FOR CATALOGUE A

HARLEY-DAVIDSON MOTOR COMPANY
38th and Chestnut Streets - - - - - Milwaukee, Wis.

EASTERN NEW YORK AND NEW JERSEY AGENCY:
THOMAS-ROBERTS COMPANY, 2230 Broadway, near 79th Street
CALL AND TALK HARLEY-DAVIDSON WITH THEM

TRADE TALK

OAKLAND, Cal.—W. Loose, former manager of the J. T. Bill Co., of Los Angeles, Cal., is now a motorcycle agent here. He will lead of with the Reading-Standard.

S. F. HEATH, the New England representative for Thiem motorcycles, has established himself at No. 238 Columbus avenue, Boston, Mass., where he will handle the Thiem and also a general line of motorcycle supplies.

PERRIN WHITNEY, formerly of the Pope Mfg. Co., the man who developed the Pope motorcycle, has been secured by the Hendee Mfg. Co., and is now acting as special traveling representative for the Indian in the West.

AT Buffalo, Neal, Clark & Neal Co., 643 Main street, are agents for the Indian and N. S. U. They have a fine store and make a great display of motorcycles. The McGrane Co., 879 Main street, used to handle the Jewel, but they deal only in second-hand machines just now.

TWO live agents in Rochester, N. Y., are the Geo. L. Miner Co., located at 80 South Clinton ave., and Flynn Brothers, on South avenue. The Miner Co. handle the Indian and Excelsior motorcycles and have one of the biggest agencies in the city. Flynn Brothers handle the Armac.

F. A. BOWEN has secured the Utica agency for N. S. U. motorcycles. This additional branch of the N. S. U. Motor Company has been opened in the central part of the state in order to meet the great demand for N. S. U. machines in that vicinity. Mr. Bowen will also carry a full line of N. S. U. parts and accessories.

ONE of the big agencies of Cincinnati, O., is the Pickering Hardware Co., who occupy an entire building, a very handsome structure, at 432 Main street. They handle all kinds of sporting goods, and have a special department devoted to motorcycling. If a firm wanted to break into Cincinnati very badly, the Pickering Co. would be the people.

THE Auto-Bi Co., Buffalo, N. Y., gathered a bright laurel at Wilkesbarre, Pa., on June 20, when they won first place in the five-mile event. The Auto-Bi is a motorcycle of high-grade construction on simple lines and easily handled. Their advertisement in this issue gives a few facts about it. They will tell you more. They want agents.

THE alive Ovington people get out a catalogue each mid-year, fetching the F. N. story up to the minute. Their 1908½ catalogue is now out. It fully describes the 5-h.p. F. N. Big Four motorcycles, also new side car and fore car attachments. A card to Ovington Motor Co., Eightieth Street and Gay White Way, N. Y., will bring the catalogue to you.

A WELL-KNOWN manufacturing chemist of Jersey City has prepared a special product for the use of motorcyclists. It is called "Whitene." It absolutely removes all grease, dust, etc., from the hands without injury to the skin. All motorcycle dealers should carry this in stock. For terms, write W. R. Robinson, foot Essex st., Jersey City, N. J. Anybody can get an 8-ounce can as a sample by sending ten cents to the above address. Whitene leaves the hands white, clean and soft.

TWO live agents in Minneapolis are Buchanan & Wiley, and Hammer and Bissett. The first named are located at 521 Second Avenue S., and they specialize on the Thiem. Their letterheads and cards bear this catchy little say-so: "We Buy 'em, Sell 'em, Trade 'em." The Hammer & Bissett Motorcycle Co. are located at 512 Second Avenue S. They handle the Indian, Light and Reading-Standard. Both these firms have just subscribed to Motorcycle Illustrated and that is why we have enshrined them in these columns.

TWO of the chief agents in Springfield, Mass., the home of the Indian, are Geo. A. Tuckey, who handles the R-S at 585 Main St., and Geo. N. Holden who handles the Indian on De Witt street. In Springfield there are two clubs. The Springfield Motorcycle Club, the secretary of which is B. S. Barrows, of 17 De Witt street, and the City of Homes Motorcycle Club. The secretary of this latter organization is Clarence Hobart, care of the Chase Lumber Co.

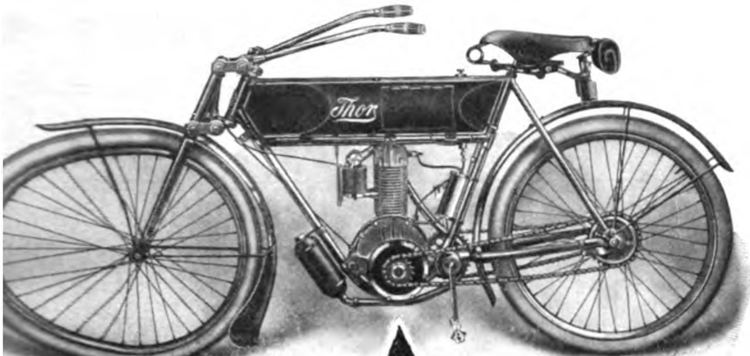
THE Indian has certainly been on the war-path the last few weeks. On the front cover of this issue the scalps taken within a period of ten days are partially outlined. They include four perfect scores at the F. A. M. Endurance Run, new half-mile and mile records, a new 25-mile record at Los Angeles and a lot more. The tomahawk of the Indian is certainly a keen one. Many "Indian" facts are embodied in a little booklet, called "Motorcycle News," which is published monthly by the Hendee Manufacturing Co., Springfield, Mass. A postal card will bring it to you.

A FIRM which will be very much heard of in the tire field in the near future is the Lockport Rubber Co., Lockport, N. Y. Their motto is, "Quality we court, in Lockport." The President of the Lockport Co. is F. S. U. Kelly, a man who has a national reputation in the tire field. The company's plant is admirably located. It consists of ten buildings and is said to be one of the largest rubber plants in the country. A recent caller at the Lockport plant was Frank Cornish, who travels extensively for the Consolidated Mfg. Co., of Toledo. This concern make the Yale-California motorcycles.

THAT the modern motorcycle has almost reached perfection was demonstrated recently in the F. A. M. Endurance Contest, when three N. S. U. machines went through with absolutely perfect records and the assurance of the riders that not even a screw had been touched or an adjustment of any kind made during the entire run. The N. S. U. won three gold medals, more than any other entrant in the race. A great measure of the excellent showing was due to the two-speed gear and free engine, with which the machine is equipped. When a motorcycle can go through such a gruelling test in such a splendid fashion it most ably demonstrates that motorcycle construction has improved with rapid strides.

IN this issue, the G. & J. Tire Co. take two large, life-size pages to tell the story of their recent successes. In the Endurance Run and Economy Contest they scored heavily, as they always do in road and track events. On the ride from New York to Chicago the G. & J. followed out their usual broad policy. They trailed the riders every step of the way with an automobile in which was carried a complete stock of tires, equipment and facilities for repairs. This was in charge of Herbert Githens, the G. & J. Indianapolis sales manager, who was accompanied by a crew of tire experts. They aided any who came to grief, whether they were G. & J. men or not. The G. & J. people do not ask you to take their say-so about their tires. They appeal to the verdict of thousands of motorcycle riders all over the country.

YOU CAN ORDER
MOTORCYCLE ILLUSTRATED
THROUGH
Any Newsdealer
IT IS RETURNABLE
If the Newsman has a Live Place tell him to order Two Copies, one for you and one for display



The Thor Motorcycle

is unexcelled for its Efficiency and Durability

THE REASONS ARE APPARENT

¶ The Thor Geared Transmission Motor has an anti-friction bearing for driving shaft.

¶ The Transmission is integral with the Motor. It is dust-proof and self-lubricating.

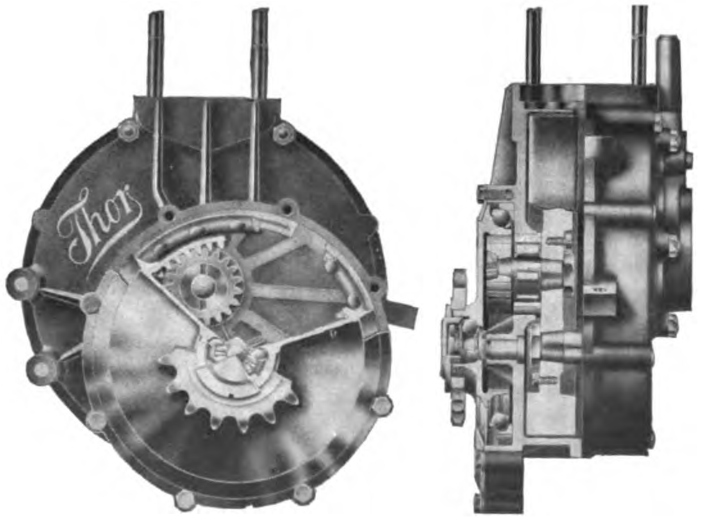
¶ The pinion on the shaft, engaging with the annular gear which runs on ball races on the rim and in the center, reduces the friction to the minimum and abolishes the short chain with its friction, noise and wear. This reduction of the friction to the minimum not only increases the power to the maximum but makes the motor of the silent type.

¶ The bearings of the annular gear being fixed, the motor is always in adjustment and there is no pulling strain or side strain on the shaft. Driving Sprocket can be changed without effecting any other part of the motor.

¶ The general design of the Thor makes it a compact and properly balanced motorcycle that permits of easy and comfortable riding.

In short, the Thor is the Progressive Motorcycle—

The
QUALITY
Motorcycle



Write at once for the Thor Agency

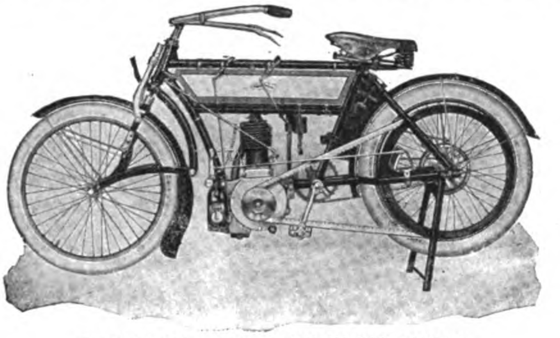
"IT'S THE LEADER"

Aurora Automatic Machinery Co.
AURORA, ILLINOIS
CHICAGO SALESROOM - 1470 Michigan Avenue

"Vindec Special"

THE MOTORCYCLE OF MERIT

Received a grand total of *119 Awards* in *Reliability* and *Hill Climbing* Competitions during 1906 and 1907



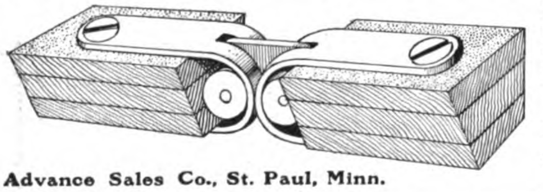
3½ SINGLE and 5 H.P. TWIN CYLINDER

SIMS BOSCH MAGNETO, TRUFFAULT-SUSPENSION FORK AND CHANGE SPEED PULLEY

A speedy, high-powered machine, with wonderful hill climbing ability. The 5 H.P. "*Vindec Special*" is the ideal Motorcycle, fitted with the famous "Peugeot" engine—the engine that holds all speed records.

Machines ready for delivery. For full particulars address

CROWNSHIELD AND BURLINSON
IMPORTERS
109 East 114th Street - - New York, N. Y.

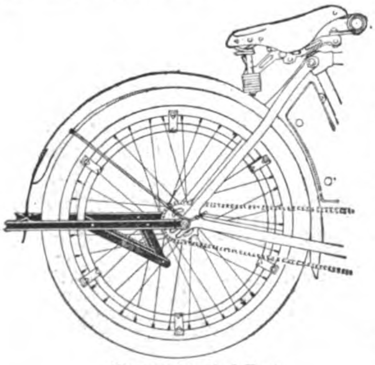


Case Hardened Roller Bearings 'Nuf Said

Mailed on receipt of 25c. silver or stamps

Advance Sales Co., St. Paul, Minn.

THE QUICK ACTION Motorcycle Stand
Fits any Motorcycle



(Patent Applied For)

Price, $3.00

The three Excelsior motorcycles, New York to Chicago Tour, were equipped with QUICK ACTION STANDS. The riders realized the tremendous advantage of *quick action.*

AT ALL DEALERS

Henry T. Adams Co.
6846 S. Park Av., Chicago, Ill

WITHIN THE FOLD

St. Paul, Minn.—F. S. Haas has sold his 3½ Indian and in place has purchased a 5 twin-cylinder. His first Indian motor was the fastest single-cylinder machine in the city, and the one used in his fast run from St. Paul to Minneapolis and return. He holds the record of 41 minutes for this trip.

* * *

Bloomington, Ill.—John Sleeth, a rural mail carrier out of Chatsworth, covers his route on a motorcycle. It is claimed that he covers the route in less time than any carrier in this part of the state who serves the same number of patrons and makes the same number of miles per day.

* * *

Mt. Vernon, N. Y.—Motorcycle Officer James L. Rielly, of the local police force, is now using a machine, the property of the department, but is negotiating the purchase of a Vindec Special for his own personal use.

* * *

Van Buren Township, Findlay, O.—Charley Bormuth, who is carrier on a rural route out of Jenera, has purchased a motorcycle.

* * *

Sterling, Ill.—Rural Mail Carrier John Dorathy has purchased a motorcycle for use over his route.

* * *

Red Wing, Minn.—R. C. Wolfarth and J. E. Enz, of this town, are both ardent motorcyclists. They recently made the run from here to Lake City in fifty-five minutes.

* * *

Port Chester, N. Y.—Harry Reynolds, who drives A. V Whiteman's Packard, has joined the ranks of motorcyclists and is riding an Indian.

* * *

Owego, N. Y.—Phil Dorwin, bookkeeper at the Owego National bank, has purchased a Reliance from the Owego Motorcycle Company.

* * *

Long Island City, N. Y.—Dr. Theodore A. Lehman, 227 Steinway avenue, has become a convert to motorcycling and has bought a 1908 F. N.

* * *

Bloomington, Ill.—Dr. F. B. Lovell is now riding a fine new Indian motorcycle, the only one in the city.

* * *

Canton, S. D.—Leroy Scott and Henry Feldman have purchased motorcycles with which to deliver mail on Routes 4 and 5.

* * *

Kutztown, Pa.—William S. Reinert and William S. Rhode recently made a trip to Pottstown and return.

* * *

Wallington, N. J.—John Van Dalen, of Anderson ave., has purchased a new 1908 model.

SALE AND EXCHANGE — TWO CENTS A WORD

FOR SALE—Merkel, 1907, 3 h.p., ridden 500 miles; with extras, $125; Thor motor, 2¼ h.p., coil, battery case, carburetor, $40; complete chassis, less engine, $20. What offer in exchange? Want lathe and tools. M. L. Van Keuren, 34 Cove Ave., East Norwalk, Conn.

C. O. T. Gum Gum. Ask your dealer how nicely it repairs digouts in your auto shoe. For sale by jobbers. CHAS. O. TINGLEY & CO., Rahway, N. J.

MOTORCYCLE SUPPLIES
• SEND FOR CATALOGUE •
MOTORCYCLE SUPPLY CO.
HAMMONDSPORT, N.Y.

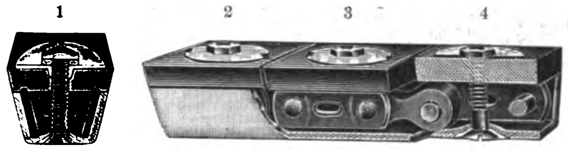
Construction, Management and Care of Motorcycles
40 Pages of Practical Information
Fine for Beginners
25 Cents, Postpaid
MOTORCYCLE PUBLISHING CO.
299 Broadway New York

THE "Peerless-V-Belt"

(PATENTED)

THE BELT FOR MOTORCYCLES

THE PEERLESS-V-BELT is a V shaped Block chain encased from below by a continuous strip of raw-hide, and from above by a sectional strip of leather. Each section is fastened to a link by a bolt passing through



1. End Cross Section of Belt. 2. Side View of Belt
3. Side of Chain Link. 4. Side Cross Section of Belt

We Claim this Belt to be "PEERLESS"

Because it cannot stretch. Its flexibility adapts it to smaller pulleys. IT CAN BE RUN SLACK, thereby avoiding excessive journal friction, and it increases the efficiency of your motor. It is noiseless. Neither water nor oil will destroy it. It will, at least, outlast two other belts, and yet sells at the low price of 75c. a foot. It is made in Sizes of ¾ and ⅞ Inches Wide.

THE PEERLESS V BELT COMPANY :: 1541 LEXINGTON STREET
CHICAGO, ILL.

TRADE STANDARD MARK MOTORCYCLE SPEEDOMETER

Flexible Shaft Drive from Front Wheel

Hand is Absolutely Steady
Accuracy and Durability
GUARANTEED

Gears for 26 and 28 Inch Wheels

MILES PER HOUR
10
20
30
40
50
60
STANDARD
SPEEDOMETER
MADE BY
PARKER MFG. CO
BOSTON
PAT. APPL'D FOR

40 or 60 Mile Dial

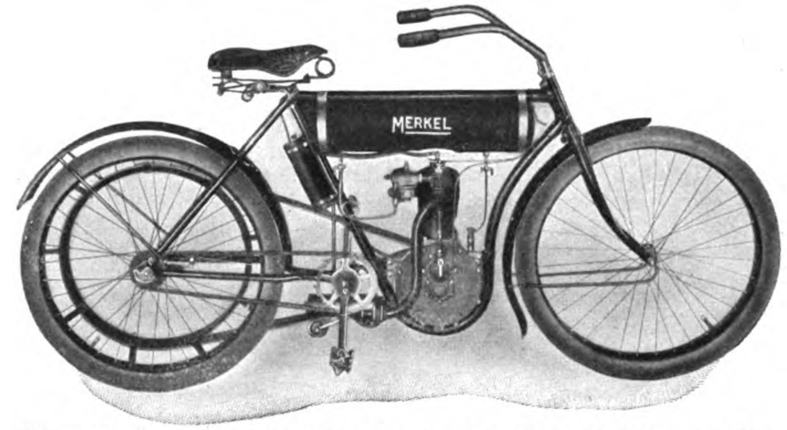
Price: 40 Mile Dial, $15.00 60 Mile Dial, $20.00

The instrument can be attached to either the frame or handle bars and the arrangement of the shafting allows it to be used successfully with any spring forks. In ordering give name of machine, number of spokes, diameter of handle bar. Can be attached to any make of motorcycle in a short time. Send for Catalogue. Made in the same accurate and thorough manner as as the "Standard" Speedometer for automobiles, by

THE PARKER MANUFACTURING COMPANY, cor. Shirley and Clifton Streets, Boston, Mass.

Kindly always mention the paper when writing advertisers.

RESULTS COUNT



Three Single Cylinder Merkels entered in the F. A. M. Endurance Run

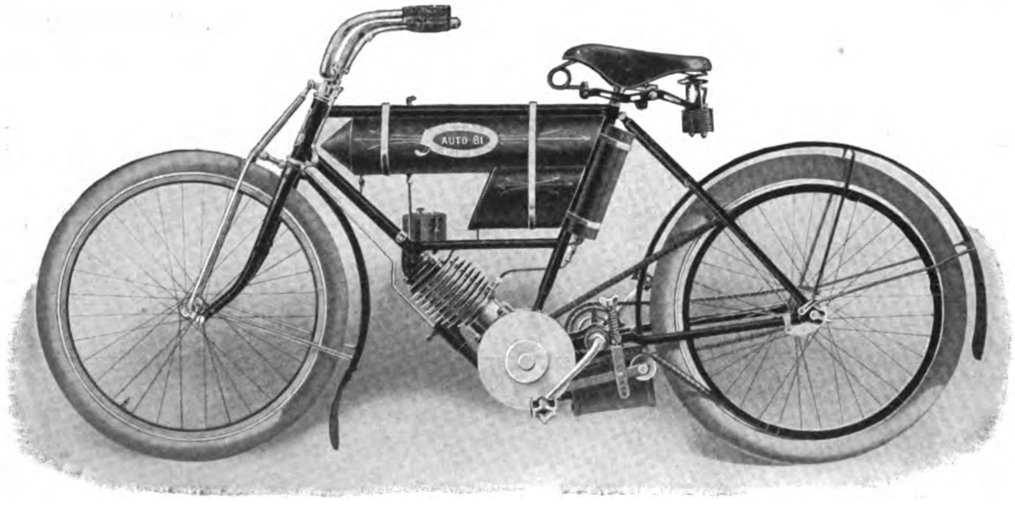
TWO PERFECT SCORES and

GOLD MEDAL for the Highest Honors for Single Cylinder Machines ridden by a Private owner **NEVER LATE**—Ascended all hills without assistance. Also WON many events and highest honors previously at Providence, Cleveland, Washington, etc., etc. SPRING FRAMES and BALL BEARING Motors helped do it. **Power, Speed, Comfort, Reliability,** all the time in a **MERKEL** Spring Frame Motorcycle with Ball Bearing Engine

MERKEL MOTOR CO., 26TH AVE., MILWAUKEE, WIS.

REPRESENTATIVES:

Pacific Coast: Ollier & Worthington, 1030 So. Main St., Los Angeles, Cal. Chicago and Cook County, Ill.: I. H. Whipple, 260 W. Jackson Blvd., Chicago. New York, Jersey City and Long Island: E. J. Willis Co., 8 Park Place, New York City. Brooklyn, N. Y.: John Pfleiger, 1604 Bushwick Ave., Brooklyn, N. Y. Cleveland and Northeastern Ohio: L. J. Mueller, 6417 Woodland Ave., Cleveland, O.



THE AUTO-BI

Wins First Place in Five Mile Event at Wilkes-Barre, June 20

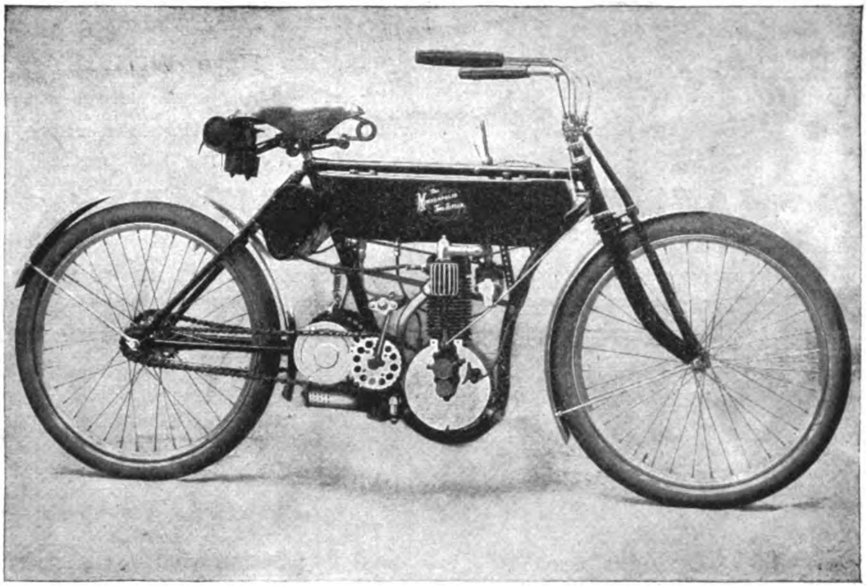
The *highest* grade Motorcycle built. It is so simply constructed anyone can handle it with ease. Three horse power, controlled with one hand, standard batteries, single piece crank shaft, Auto-Bi chain belt drive, truss cushion forks, 2½-inch G & J Tires and hollow steel rims—in fact every thing that constitutes the ideal mount for any kind of use. Not to know the AUTO-BI is evidence that you are not up to date on Motorcycles

LIVE AGENTS WANTED

THE AUTO-BI COMPANY, - - 1500 Niagara Street, Buffalo, N. Y.

A TWO-SPEED MOTORCYCLE The Minneapolis

It Climbs
hills on rough
roads that
no
other motor-
cycle
can climb



Ability to
ride slowly on
rough places
with
abundant
power is the
thing desired

Model A, Single Cylinder, $235

We offer the *First Successful* two-speed motorcycle—a high-gear for speed where safety will permit, with a low gear for hill-climbing and rough roads, and a free engine of greatest value, especially to tricars. Write at once for catalogue and complete information.

MINNEAPOLIS MOTORCYCLE CO., 517 S. Seventh St., Minneapolis, Minn.

KING QUALITY

"LIGHT" MOTORCYCLES

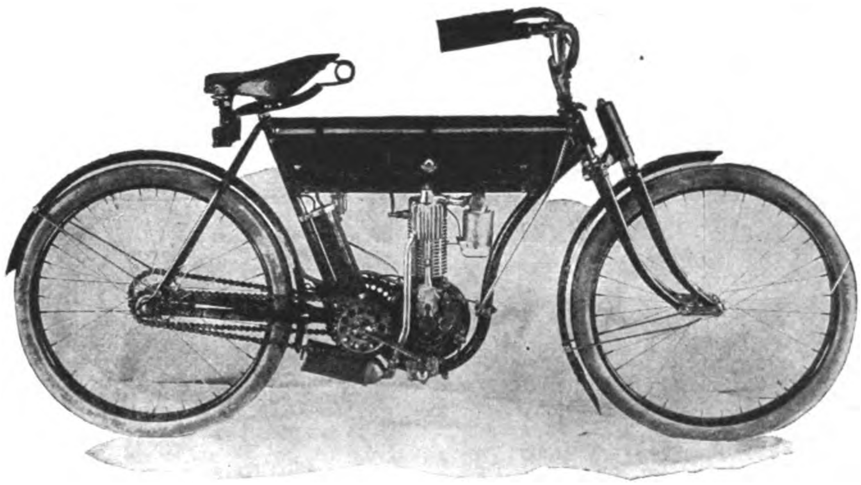
Experts say we produce the highest grade machine in the world for the money. It is 365 Days Ahead of All. Designed for *comfort*.

Speed
Simplicity
Satisfaction

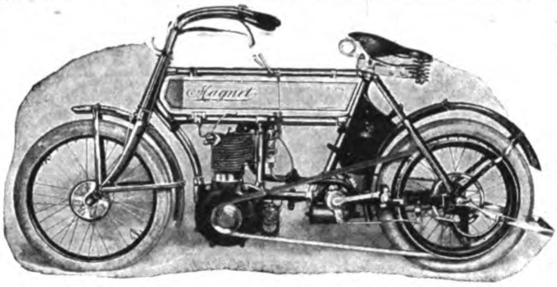
CHAIN DRIVE
With Power to Climb
ALL HILLS

PRICE

$185



THE LIGHT MANUFACTURING AND FOUNDRY CO., Motorcycle Dept. P. O. Box 560
POTTSTOWN, PENNA.



Magnet Lightweight, 2¼ H.P.
Magnet Touring Single, 3½ H.P.
Magnet Touring Twin, 5½ H.P.

Touring Models Have WITHOUT EXTRA CHARGE

Magneto make-and-break ignition. Variable Pulley for 1⅛" V-belt. Selfstarting Stand. Extra heavy 2½" Tires. Two powerful band brakes. Carbureter with visible gasoline level. Long wheel base and very low saddle, 30" high.

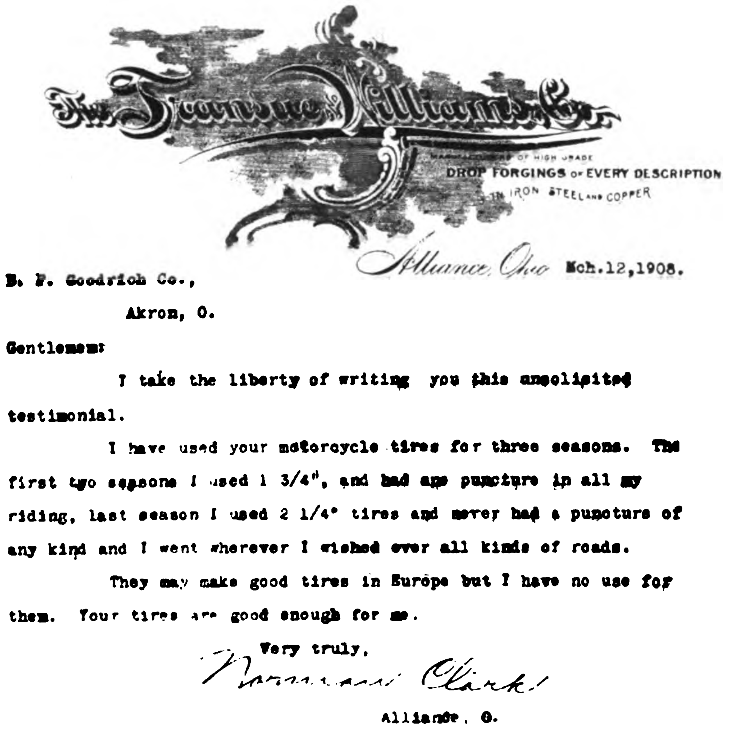
Write for full particulars

MAGNET MOTOR COMPANY,
1400 Michigan Avenue, CHICAGO, ILL.

DEALERS :—Write for our proposition

THE "MAGNET" IS READY FOR THE ROAD

GOOD ENOUGH



The Transue & Williams Co.
MANUFACTURERS OF HIGH GRADE
DROP FORGINGS OF EVERY DESCRIPTION
IN IRON STEEL AND COPPER

Alliance, Ohio Mch.12,1908.

B. F. Goodrich Co.,
Akron, O.

Gentlemen:

I take the liberty of writing you this unsolicited testimonial.

I have used your motorcycle tires for three seasons. The first two seasons I used 1 3/4", and had one puncture in all my riding, last season I used 2 1/4" tires and never had a puncture of any kind and I went wherever I wished over all kinds of roads.

They may make good tires in Europe but I have no use for them. Your tires are good enough for me.

Very truly,
Norman Clark
Alliance, O.

READ THE LETTER

Three years' use—one puncture only

GOODRICH MOTORCYCLE TIRES

Built like an automobile tire—rides like a bicycle tire

The B. F. Goodrich Co.
AKRON, OHIO

Branches: Chicago, Philadelphia, Boston, St. Louis, Denver, Detroit, Cleveland, Paris, London.

FACTORIES: AKRON, OHIO.

Our products are also handled in New York and Buffalo by the B. F. Goodrich Company of New York, and in San Francisco, Los Angeles, and Seattle.

MESINGER "CAVALRY" MOTOR SADDLE

Free action in front suspension spring. Enables the rider to proceed at high speed over all obstructions.

Owes its popularity to its thorough quality. "Ask the rider."

GOOD FOR LONG DISTANCE

The top is raised in front and back sufficient to prevent the rider from slipping forward or backward—is curled hair padded and has the form of a horseback saddle.

Length 12 inches, Width 10½ inches. Price $7.00.

H. & F. MESINGER MFG. CO.
1801-1807 FIRST AVENUE, NEW YORK

Veeder

TRIP CYCLOMETER

FOR MOTORCYCLES

"Its nice to know how far you go"

It also tells just what you ought to know regarding tires, batteries, gasoline consumption, etc.

ACCURATE, RELIABLE DURABLE

Send for Cyclometer Catalogue

Price, each $2.00

Motorcycle Striker 25 Cents Extra

The Veeder Mfg. Co.,

42 Sargent St., Hartford, Conn.

Manufacturers of Cyclometers, Odometers, Tachometers, Tachodometer Counters and Fine Castings

---

INDIAN

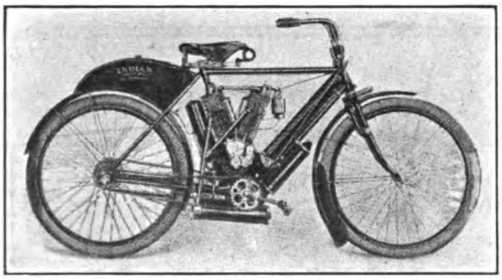
MOTORCYCLE

Do you realize that the Indian has won

Every Reliability Trial, Every National Championship, Every Economy Trial, Most of the Hill Climbs

FOR SIX CONSECUTIVE YEARS?

An Indian holds the Trans-Continental Motorcycle Record. You know what you are getting when you buy an Indian



5-H.P. POPULAR MODEL FOR 1908

Have you placed your order? :: :: :: Send for Catalogue

F. A. BAKER & CO.

37 Warren St., New York, 1080-82 Bedford Av., Brooklyn

Send for our Complete Motorcycle Catalogue, JUST OUT

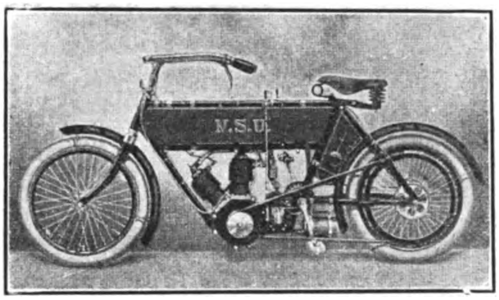
The most wonderful performance ever made by any motorcycle

NSU

Wins 3 Gold Medals

Finishes with 3 perfect scores in F. A. M. Endurance Contest

Not one N. S. U. rider found it necessary to touch even a screw, nor make an adjustment of any kind. The N. S. U. proves by actual performance and not by words that it is the World's Best Motorcycle! Two-speed Gear with free engine if desired. Magneto Ignition, Shamrock Gloria Belts, Peter Union Tires, N. S. U. Patent Belt Fasteners on all models



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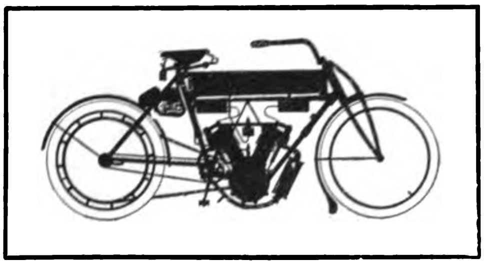

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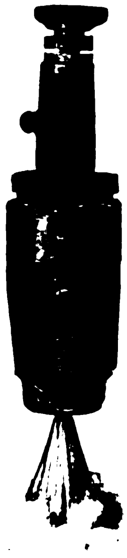

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Cleveland Spark Plugs consume the carbon before it reaches the insulation surface, and the sparking points are swept clean by the rapid action of the gases during each explosion, absolutely preventing the possibility of a short circuit.

Write for our printed matter and investigate our claims. We guarantee satisfaction.

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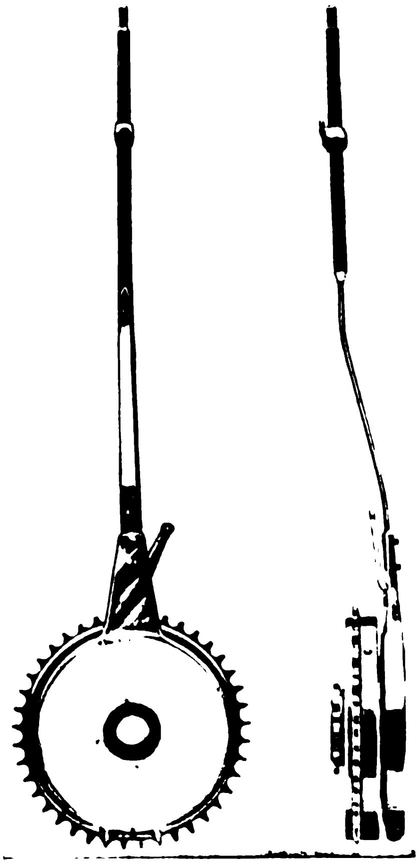

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It is of the planetary type, with gears and pinions enclosed in a dust proof case and running in a bath of oil, thus insuring their perfect lubrication at all times and consequently long life of all bearing parts.

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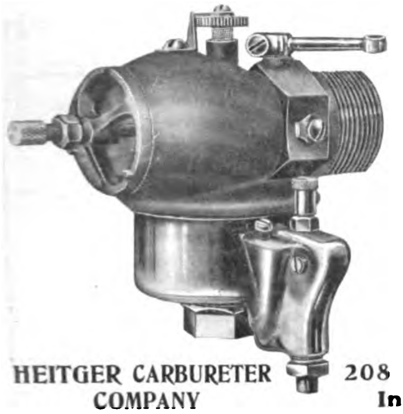

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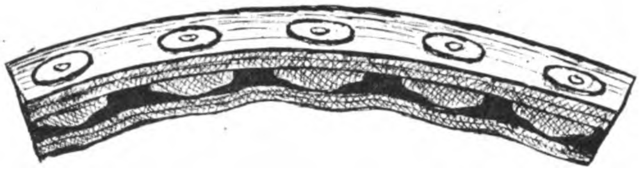

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Price one inch wide, 95c per foot

Simplex Belt Hooks, most approved design, 25c each

Adjustable Pulleys, Belt rims and all other parts for building a complete motorcycle.

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MENNEN'S
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and insist that your barber use it also. IT'S ANTISEPTIC, and will PREVENT any of the skin diseases often contracted.

A positive relief for SUNBURN, CHAFING and all afflictions of the skin. Removes all odor of perspiration. GET MENNEN'S—the original. Put up in non-refillable boxes, "THE BOX THAT LOX." Sold everywhere or mailed for 25 cents. *Sample free.*

Guaranteed under the Food and Drugs Act, June 30, 1906. Serial No. 1542. *Try Mennen's Violet* (Borated) *Talcum.*

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RESULT FROM THE USE OF
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WHY?

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INDIAN AND THOR

CHAIN OR GEAR DRIVEN

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SECOND HAND MOTORCYCLES $50.00 UP

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If not regularly furnished on your new mount, specify them when ordering and get them without extra charge

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No other Grip can take their place to avoid "THAT NUMB FEELING" in hands and wrists

All up-to date manufacturers are using them. Leading jobbers everywhere carry full line

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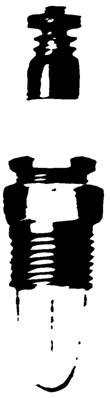

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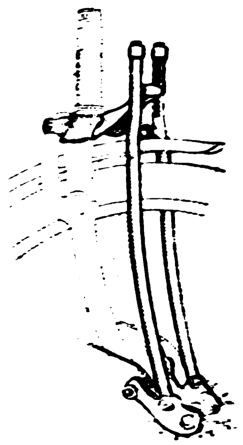

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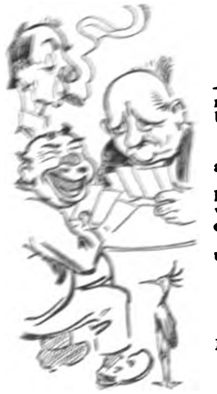

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—THAT'S WHY HE LAUGHS—and well he may, for the man who rides the 1908 N. S. U. will be happy and contented.

HE'LL GET THERE
and HE'LL GET BACK
and what's more at the time set

There are a few fundamental points of highest merit embodied in the N. S. U. which should be considered by every purchaser. These are:

The Standing and Experience of the Manufacturer.
The Care used in Construction;
The material employed;
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Motorcyclists, send for our Price List of motorcycles, new and Second Hand—also of Sundries and Accessories

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The Bullard Speedometers

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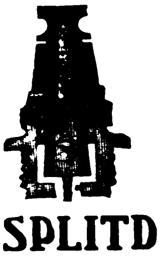

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No matter what other plug you may be using, always have an extra

SPLITDORF Motorcycle Plug

handy—It's like having a bank note in your inside pocket after you have spent all your change—you can bank on it

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TEN CENTS

MOTORCYCLE ILLUSTRATED

Vol. III August 1, 1908 No. 9

MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

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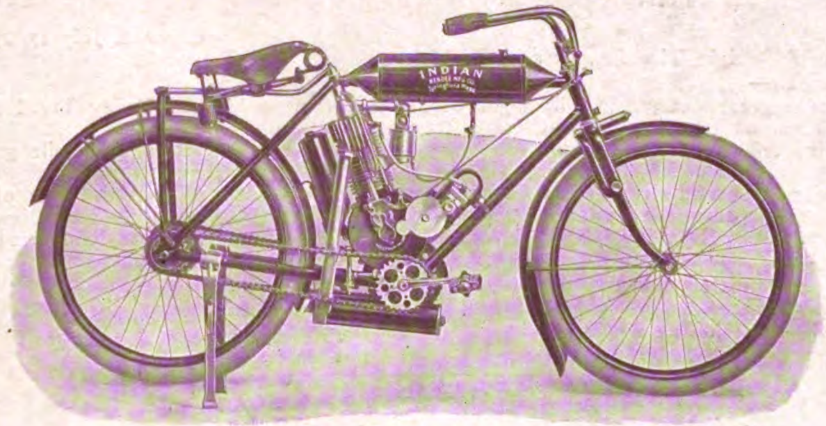
THE INDIAN

MADE THE ONLY PERFECT RECORD

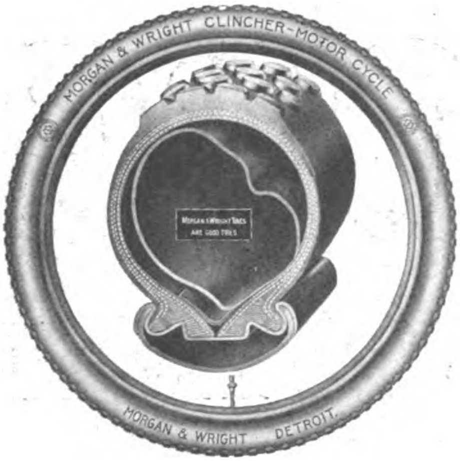


A MIDSUMMER STYLE

IN THE NEW YORK-CHICAGO TOUR

EXCELLING FIVE OTHER COMPETING TEAMS
SEND FOR CATALOGUE 4, AND BE AN INDIAN

HENDEE MANUFACTURING CO., SPRINGFIELD MASS.


MORGAN & WRIGHT CLINCHER-MOTOR CYCLE
MORGAN & WRIGHT TIRES ARE GOOD TIRES
MORGAN & WRIGHT DETROIT

RECORD OF

Morgan & Wright Tires

in the New York - Chicago Road Race

20 Machines started. 9 of them were equipped with Morgan & Wright Tires. 11 individual riders finished with a perfect score. 6 of them rode the distance on Morgan & Wright Tires. Two of the riders covered the entire 1200 miles

WITHOUT A PUNCTURE

Both of these machines were equipped with Morgan & Wright Tires. (One of them had gone thru the F. A. M. Endurance Contest of 390 miles *on the same set of tires*—and without a mishap of any kind—before starting on the cross-country run.)

Here is a letter from Mr. Lyons, one of the riders to make the trip without a puncture:

CHICAGO, July 17, 1908.

Morgan & Wright Tire Co., Detroit, Mich.:

GENTLEMEN—

I take great pleasure in telling you of the performance of your Bailey Tread Motorcycle Tires on the New York-Chicago tour on my "Torpedo."

I inflated my tires in New York on July 6th and started on the 1200 mile grind to this city over fine roads, rough roads, sandy roads, rocky roads, and none at all in some places.

Your wonderful tires held up without punctures or cuts until, on the 15th of July, just nine days from the start, we arrived in good old Chicago with still the same New York air in my tires. The Bailey Treads looked splendid, considering the roads and speed maintained at times. **NOT A PUNCTURE IN 1200 MILES!**

I congratulate you upon your perfect product and hope you get the prosperity you so richly deserve.

Yours truly,
G. W. LYON.

P.S.—My middle name is "M-W" from now on.

**MORGAN & WRIGHT TIRES
ARE GOOD TIRES**

Made of Woven Auto Fabric

MORGAN & WRIGHT, DETROIT

FOR SALE BY BICYCLE SUPPLY DEALERS EVERYWHERE

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MOTORCYCLE ILLUSTRATED

Vol. III. No. 9 August 1, 1908

PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY

CYCLE MEN FOREGATHER AT ATLANTIC CITY

ATLANTIC CITY is just now the mecca of all good trade association men, and their faces are turned toward that resort, where they will journey to take part in the big trade convention to be held there on the 5th, 6th and 7th of this month. The program has been carefully arranged and every effort has been made to make the meeting a notable one. Preliminary committee meetings of each of the associations which take part—the Cycle Manufacturers' Association, the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers—will be held on the 5th, the general business meeting of each will take place on the 6th and on the 7th all three will hold a joint session.

Invitations have been extended to all tradesmen who are not members of the organizations to be present, and the ladies are wanted, too. A social program of events has been arranged for their especial benefit, which includes a monster theater party at the Apollo, where Victor Moore is playing in "The Talk of New York," one of George M. Cohan's latest productions. Sailing, swimming and yachting will also be among the diversions.

The program as arranged is:

Wednesday, August 5th—10.30 a. m., meeting of committees. 8 p. m., bowling contest to consist of two teams each from the Cycle Manufacturers' Association, Cycle Parts and Accessories Association and the Jobbers' Association, each team to consist of five members.

Thursday, August 6th—10 a. m., meeting of the Cycle Manufacturers' Association, Hotel Dennis, Committee Room B. 10 a. m., Cycle Parts and Accessories Association at Hotel Dennis, Committee Room A. 2.30 p. m., meeting of the Jobbers' Association, Hotel Dennis, Committee Room A. 8 p. m., theater party at Apollo Theater. Immediately after the performance a collation will be served in the grill room of the Shelburne Hotel.

Friday, August 7—10 a. m., joint meeting of the Cycle Manufacturers', Cycle Parts and Accessories and Jobbers' Association in large meeting room on ground floor of the Hotel Dennis. 8 p. m., sailing party.

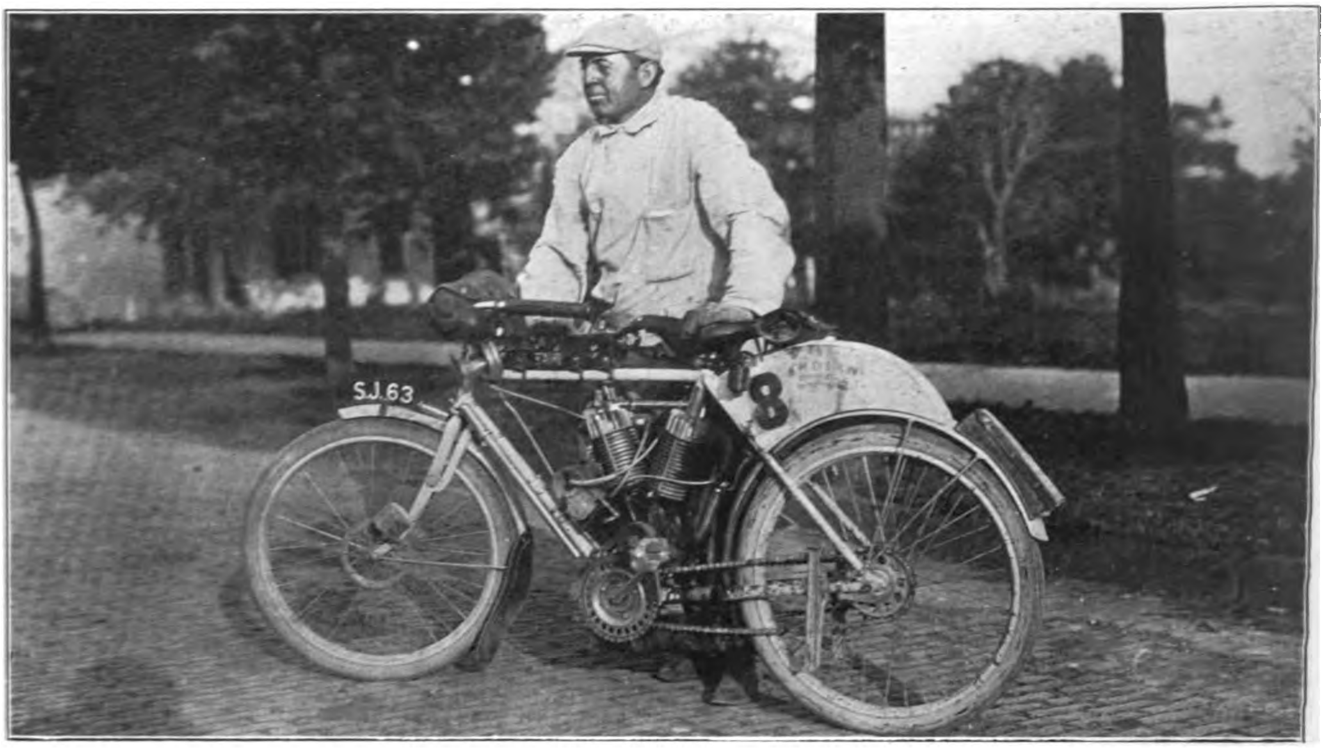
TWENTY-FOUR HOUR ROAD RACE PLANNED

IF no hitch occurs in the plans now under way, New York City will witness in another month's time one of the most novel and strenuous contests ever held in this country. With a starting line and the finishing point in front of the club rooms of the New York Motorcycle Club at 2234 Broadway, under whose auspices the contest will be run, a twenty-four hour endurance run will be started at 7 p. m. on Sunday, September 6th, and continue over into Monday, Labor Day, and finish at 7 p. m., on that date.

The course is laid over Long Island roads and up into Connecticut, the first twelve hours carrying the riders through three checking stations on Long Island and the second half of the day starting them at New Rochelle and taking them down east as far as New Haven. On Long Island controls will be located at Jamaica, Bay Shore and Center Moriches, and for the second half of the route the controls will be at New Rochelle, Bridgeport and New Haven. An average of fifteen miles an hour will be maintained, with an allowance of two hours to cover the twenty miles from Jamaica, the last checking point on Long Island, to New Rochelle, the first control on the second portion of the route. This calls for twenty-two hours of actual riding at fifteen miles an hour, plus twenty miles from Jamaica to New Rochelle, a total of 350 miles.

Silver medals will be awarded to all survivors, and those riders completing the contest with a perfect score will secure gold honor medals. The point system of scoring will be followed, that is, a credit of 1,000 points will be given each rider and the penalizations taken from this amount. Five minutes leeway at controls will be allowed for a difference in time between competitors' and officials' watches, but for every minute above or under his schedule, outside of this allowance, the rider will be charged two points. Speed laws will be conformed with and efforts will be made to prevent racing.

Entry blanks are now being prepared and can be secured from A. G. Chapple, Captain of the New York Club, at the above address.



THEODORE K. HASTINGS, WHO MADE A PERFECT SCORE IN THE A. C. U. TRIALS.

YANKEE RIDER A WINNER IN ENGLAND

A CABLE from Mr. Theodore K. Hastings, the well known New York motorcyclist, was received on July 20th announcing that, in the great Endurance Run from Land's End to John o'Groats, he had won a gold medal. No details are given, but it probably means that Mr. Hastings made a perfect score. The cable reads as follows: "July 20th—Arrived at John o'Groats. Everything running fine. Won gold medal. Climbed the famous Berriedale hill. Severest trial. Weather rainy. Bad going. Roads greasy. Bailey tread holds. Rode my Indian." The course stretches from the lowest point to the extreme northerly end of the island and is a thorough test of both man and machine.

Special.—Theodore K. Hastings, the only American entrant in the British A. C. U. Reliability trials, from Land's End to John o'Groats, was one of the perfect score men and winner of a gold medal. The run stretched over almost an entire week, starting 8 a. m. Monday, July 13, and ending Saturday evening. The course is from one end of the island to the other, a distance of 893 miles. There were fifty-eight starters, among them one woman, and of these no less than forty-eight finished. This certainly is an extraordinary record, for on two of the days it rained hard and the roads were heavy and soggy. Of the forty-eight who finished, thirty-seven gained perfect scores and received gold medals, while five were awarded silver medals and six bronze medals. Among the machines in the gold medal class were one Indian, one F. N., three N. S. U.'s, two Vindecs and fifteen Triumphs. The preponderance of the Triumph is of course due to the larger number of entries of that mount. Taking it all in all, this is the most remarkable motorcycle event ever held.

An Annual Tour Is Assured.

ALREADY plans are under way for a 1909 tour, to be run in much the same manner as was the New York-Chicago test, under the rules of the Western District F. A. M. These plans are forming not alone with the Western District officials but with the manufacturers and tire men as well, and that an annual affair of a more comprehensive test than the recent tour will be made seems assured.

Many lessons were learned by the manufacturers and officials, and it is safe to say that many changes will be made in the rules for another year's tour. For instance, Tourmaster Alofsin proposes the establishment of a class carrying observers to be named by rival manufacturers, with separate and distinct schedules.

More Speed Traps

A SPEED trap is in operation at Tenafly, N. J., just north of Englewood. It is one-quarter of a mile long, and a man is stationed at either end. One has a flag and signals to the other who has a stop watch at the other end. One second beyond the limit is sufficient cause for arrest.

Those who intend riding over the beautiful state road from Tuxedo to Newburg will do well to cut down the speed to less than twenty miles per hour when entering the town of Central Valley. A half mile trap, starting from the turn just before entering the town from the south, to the left turn at the drug store where the road swings to Highland Falls, is in operation. Time is taken running both ways.

ONE TEAM MADE PERFECT SCORE

J. S. Woodworth Wins Diamond Medal

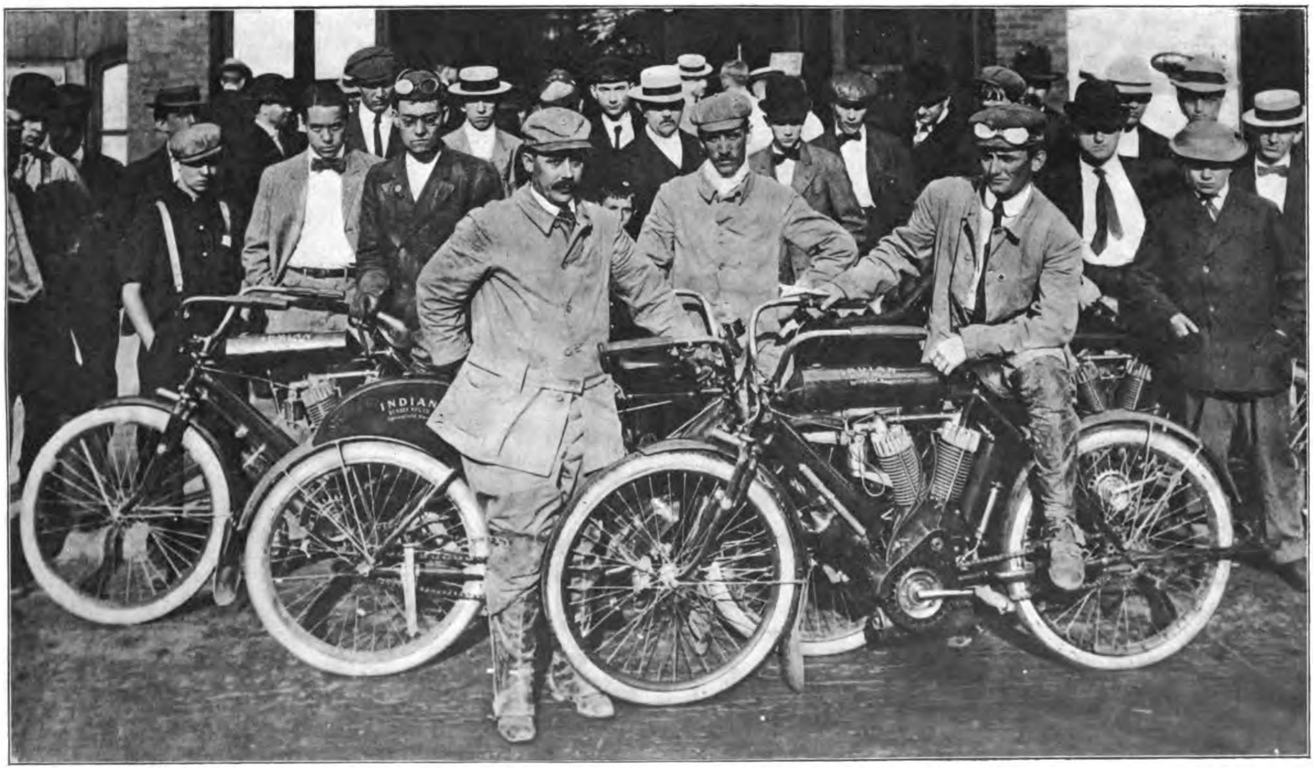
THE arrival of the New York-Chicago tourists at the Windy City, the score of the winning teams of which was briefly announced in the July 15th issue of Motorcycle Illustrated, ended one day in advance of schedule, with an actual riding time of eight days. This gave the tourists a half day at Buffalo and one and one-half days in Cleveland, including the Sunday layover at that city. As reported, the Indian team representing the Springfield Motorcycle Club, composed of George N. Holden, Bert S. Barrows and Stanley Kellogg, was the only one to finish with a perfect score, and the Examiner's Loving Cup returns to Springfield with these riders. A hard fight for this trophy was put up by the Excelsior team, composed of J. S. Woodworth, A. G. Lyon and H. C. Trumpour, who came in a close second, only 10 points penalization being registered against them. The Excelsior got away with the lion's share of the other honors, however. It won the diamond medal for the neatest appearing machine and rider, and also the blue ribbon in the economy contest, covering more than eighty miles on a fraction less than two quarts of gasoline.

It was J. S. Woodworth who won the diamond medal for the Excelsior team. It was nip and tuck between "Woody" and Arthur Lyon of the same outfit, and George W. Lyon on a Torpedo, in the contest for this trophy. George Lyon grew careless toward the end of the tour and tore his duster in an accident. This, and the fact that in going into two controls he didn't have time to clean his machine, counted against him, and Woodworth has the honor of being the "pretty boy" of the contest.

This tour has proven conclusively that the firms who entered their machines are making motorcycles that will stand up under any and all conditions, for it is indeed remarkable that seventeen out of the twenty who entered should finish the 1,100-mile contest on time, especially when it is remembered that a machine could not be adjusted or put in trim during the night or in sight of a control. Every repair and adjustment had to be made along the roadside by the riders themselves. Tourmaster Alofsin stiffened the conditions each day. It was understood before the tourists started that there was to be only a morning and a night control, but instead two, and sometimes three controls were arranged for each day, and this made it imperative that each contestant get there on time to save his marks.

The condition of the roads and the manner in which the tourists mastered them was in some cases truly remarkable. It was the best collection of machines and rough riders ever gotten together in this country. With the exception of the Light team and Bewley of the R-S outfit, all were favored with clear weather and dry roads. An accident to a rider on the third day of the run handicapped the Light team, who dropped back behind schedule, and as if to thwart their endeavors to catch the tourists, the two remaining members of this team rode through two days of rain and mud. They finally did catch the leaders at Buffalo and continued with them to Chicago.

Bewley was overtaken by a cloudburst east of Toledo, and it took him from just three o'clock in the afternoon until 10.30 that night to force his way through eighteen miles of wet, sticky clay to that city. He had been delayed by a broken coil wire and a damaged frame, but on the following morning he turned up serenely ready to continue on to South Bend. R. W. DuSell had trouble at Norwalk, O. When the G & J tire car found him he had his motor pulled down and was in a quandary. Both piston rings were broken and there wasn't a sign of another one in the repair kit. Manager Sherman of the Light team, who had



THE PERFECT SCORE TRIO.

broken his wrist early in the tour, was a guest of Herbert Githens on this car, was fortunate enough to have a couple of piston rings in his suit case. These were gladly accepted by DuSell, thereby saving him from penalization.

At Toledo E. T. Banes and G. W. Smith were riding together when Banes' machine lost power through a broken piston ring. His partner, Smith, in his anxiety to hold a perfect score, used poor judgment. Smith had in his tool kit a wrench with which to take the motor from the frame, and Banes pleaded for the loan of it. But Smith wouldn't stop long enough and proceeded on his way, leaving Banes in a dilemma. This was enough to discourage any rider; but the plucky Banes managed to take his motor apart on the curbstone, put in new rings, reassemble it and come into the next control with a loss of one hour and twenty-five minutes. Had his partner stayed with him for ten or fifteen minutes, they could both no doubt have come in with perfect scores.

It seemed that the run from Cleveland to Wauseon was laid out especially to reduce the number of perfect scores. For 166 miles the riding was through sand and over corduroy roads, though from Toledo on the going was good. That night there was but one team—that of the Springfield Motorcycle Club—with a perfect score.

All of the tourists reached South Bend in excellent shape, and on Wednesday, July 15th, started at 7 a. m. on the last leg to Chicago. Here they were given their first treat of real good roads since leaving the state of New York, as, with the exception of five or six miles, the roads were perfect boulevards the whole way. A seven-hour schedule had been arranged, and in order to prevent racing pacemakers were used. These led the brigade into Hammond, Ind., where a delegation of over fifty riders were met who acted as escorts to the outskirts of Chicago. Here automobiles and more riders met the tourists and took them through the city. This afforded one of the finest pictures and an indication of the popularity of the "little fellows" in the West. There were over 100 motorcyclists, led by a string of automobiles, and the curbstones all along the line were lined with cheering people. It was indeed a royal reception.

The final score and penalties were as follows:

Springfield Motorcycle Club (Indian) Team	Perfect
Excelsior Team	10 points
R-S Team	259½ points
Thor Team	1,000 points
Merkel Team	1,003 points
Light Team	Penalty undetermined

Riders entitled to gold medals are: J. S. Woodward, Excelsior; A. G. Lyon, Excelsior; C. S. Hinckley, Thor; R. W. DuSell, Thor; J. A. Turner, Merkel; W. P. White, Merkel; George C. Smith, R-S; George W. Lyon, Torpedo; G. N. Holden, Indian; Bert S. Barrows, Indian.

Stanley Kellogg was the only rider mounted on a twin-cylinder machine, and therefore takes the gold medal for multi-cylinder class.

WESTERN DISTRICT'S RACE MEET

At the Crown Point, Ind., races held July 18th, by the Western District, F. A. M., as a fitting climax to the New York-Chicago tour, sensational and exciting finishes were the rule. The features of the meet were the riding of Harvey Barnard, C. W. Van Sickle and Fred Huyck. In the very first event, the One-Mile Western District Championship, the track record of 1.21 was smashed. Huyck established a new record of 1.18 and Van Sickle finished the race in second place in 1.20.

A new star in western racing circles was discovered in Barnard, and the finishes between Huyck and this rider brought the audience to its feet every time. Barnard, riding a Harley-Davidson, was a revelation. On the half-mile oval he gained nearly ten feet at every turn on his opponents. A large crowd turned out, many coming from Chicago by train and motor, but the majority of the spectators were from the surrounding Indiana towns. The track was in excellent condition and the weather all that could be desired.

The second race served to introduce Harvey Barnard to the spectators, and he became an immediate favorite. It was the three-mile championship and he got off with the leaders, trailing Huyck. The lead alternated between these two riders and Van Sickle· whose track experience finally told, however, and he finished first, with Barnard second and Huyck third. But Barnard had learned his lesson in this race, and in the very next event he nosed out Huyck on the wire, carrying off the five-mile championship. In this race, White, on a Merkel, had a fall on the turn, but escaped injury.

The last championship event of the day was a ten-mile affair. As in the other events, the finish narrowed down to a test between Van Sickle, Bernard and Huyck. This time the winner turned up in Van Sickle· with Bernard second. But Bernard was not to be denied, and in the next event, for machines of 30.50 cubic inches, he outrode Huyck, and Van Sickle won the third place.

A race which attracted much attention was the special event for contestants in the New York-Chicago motorcycle tour for the Examiner Cup. Five of the perfect score men—J. A. Turner, J. S. Woodworth, W. P. White, C. C. Hinckley and R. W. DuSell—toed the scratch, and some pretty racing resulted. The machines were the ordinary touring type, equipped just as they were on the long tour. White, on a Merkel, who in one of the earlier events had been spilled· insisted on starting in this race, and he won easily, Turner finishing second.

An added event on the programme was a five-mile affair for stock machines, and it gave Van Sickle an opportunity to win another first place.

Following is the list of officials of the meet who assisted Professor Edwards:

Grant W. Hunter, referee. Judges—Bick Edwards, Ward C. Favorite and Charles W. Price. Timers—H. D. Swarty, J. F. Probst and C. A. Tilt. Clerks of the Course—John T. Fisher, I. H. Whipple and Oliver Temme. Checkers—Ed Guston, John Hart and Tom Rowe. Starters—Berne Nadall and I. F. Alofsin.

Following are summaries:

First Race—One-Mile Western District Championship. Fred Huyck, first, Indian; C. W. Van Sickle, second, Indian; W. P. White, third, Merkel. Time, 1.18.

Second Race—Three-Mile Western District Championship. Van Sickle, first, Indian; Harvey Bernard, second, Harley-Davidson; Huyck third, Indian. Time, 4.44 1-5.

Third Race—Five-Mile Western District Championship. Bernard, first; Huyck, second; Van Sickle, third. Time, 7.10 1-5.

Fourth Race—Ten-Mile Western District Championship. Van Sickle· first; Bernard, second; Huyck, third. Time, 13.08.

Fifth Race—Five-mile limited; open to machines of 30.50 cubic inches piston displacement. Harvey Bernard, first; Fred Huyck, second; C. W. Van Sickle, third. Time, 7.09 4-5.

Sixth Race—Five-mile; open to contestants in New York-Chicago Motorcycle Tour. W. P. White, first, Merkel; J. A. Turner, second, Merkel; R. W. DuSell, third, Thor. Time, 8.18 2-5.

Seventh Race—Five-mile; for stock machines. Van Sickle, first; Turner, second; Howard Holck, third, Thor. Time, 7.27.

ONE MAN'S GLORIOUS FOURTH AND FIFTH

I LEFT my home in Steubenville, O., on the Fourth of July, at 6.10 a. m., for Columbus, on the Pan Handle train, taking my M. M. Special along in the baggage car. After a ride around and through that city, I left at 4 p. m. and took the National Pike. Talk about your roads! It was raining and I was skidding, but the sliding was not so bad if I had had lots of time to spare, for I am six feet two inches and was riding a little Special which has only 26-inch wheels and frame dropped at the saddle, so when she would cut up I simply put my feet on the ground and let her slide. But I knew I would never get to Steubenville in a week that way, so I enquired how the road was further out, and was told it was just as bad for ten miles and maybe farther, and was advised to cut across the country and take what is known as the Broad street road to Newark. So away I went for Broad street, and my, what a difference. I never saw better going in a city, and how I did make the dust fly.

But it soon ended. Just as I was getting interested I landed at the end of the good road and into a sea of mud. A farmer came along and told me I had better go down to the National Pike. I explained why I had just left it about ten miles back, because it was so bad and muddy. "Well," he said, "it is more sandy around here and dries up quick. It is just two miles down that there road to it." So down the road I went to the Pike again, and I knew when I got there without any one telling me. I was now fourteen miles out of Columbus and had ridden seventeen miles to get there. As my machine was new the belt was stretching, so I tightened it up and away I went for Jacksontown, thirty-two miles out of Columbus. Here I bought two quarts of "juice," as I was running out, and away I went again, running from one side to the other trying to dodge mud holes and rocks. I looked at my watch several times and saw I was only making ten miles an hour, but the roads seemed to get better all the time. My next stop was Brownsville, ten miles farther on. Here I met two fellows from a small town near Steubenville on M. M.s going to Columbus.

It was getting late and I was hungry, so I ate thirty-five cents' worth, tightened my belt once more and was off, this time to Mount Sterling, four miles. The roads began to improve here and I made another dive for Zanesville, eight miles. Here I saw one lone motorcycle rider, and just outside the city met another on a Curtiss. I had to take up some more of that slack belt, as I was getting in among the hills. I was soon in Norwich, twelve miles, and here I got some more gas. Then I hunted up the hotel, put my machine on the back porch and went in to bed. I told the landlady I would pay her then so I could get up for an early morning start. When she said it would cost me just twenty-five cents I almost dropped dead.

I was up at 5.30 and started at 6.00. Had to climb a big hill and got stuck, as the engine raced. Then I got mad and I did give that belt a tightening, and I guess the stretch is all out now, as I have never touched it since. I was soon in Cambridge, fourteen miles, and here had breakfast. Washington, fourteen miles, was the next town, and as the roads were getting better and better I did burn them up at times. Then Fairview, fifteen miles, flashed by me. I was running now just as fast as I could go and so turned on a little more oil, to my sorrow. For I soon came to a long hill and by the time I had reached the bottom the oil had worked up in the cylinder and fouled the spark plug. I soon had it in again, however, and continued to Washington. I took the Pike through Mount Pleasant and Smithfield, about forty-two miles and smooth, but full as can be of hills. At about forty miles an hour I went over a waterbreak, and failed to see the ditch on the other side. Into it I went with the brake on, and I thought it was all off. I looked her all over expecting to find several broken places, but she was just as good as ever and away I went again.

When I reached the bottom of the next long hill she failed to go. I could hear the motor humming, but it was not doing any work, so I stopped and found I had no compression. I was sure I would walk the rest of the way home (seven miles) but I thought I would take a look first, anyway, so out came the wrench and I took out the valves and found them O. K. Then I looked at the exhaust valve stem. When I tried to drop the valve I found that the slide for the lift had come unscrewed and would not let the valve seat, so I ran it back down tight again and was soon home, in time to wash up and sit down to lunch, making a total of seven and one-half hours for the 180 miles. I did not have a break or puncture, and the only adjusting I had to do was in the belt, and at the exhaust valve. I was not a bit tired and credit the fact to the easy riding of the M. M. spring forks and flexible handlebars. The M. M. Company are using the Thor coasterbrake, and, say, she is a dandy.

By Geo. H. Neidengard.

CONTACT BREAKERS FOR TWIN CYLINDERS

I RECENTLY received the "catalog" of an American make of motorcycle, in which the twin-cylinder specification included a contact breaker "specially designed to prevent one cylinder firing against the other." This is a point which has only recently come to the front in the home twin-cylinder usage. It is quite a number of years since I first owned a twin-cylinder motorcycle engine, and I got the most miserable results out of it. I tinkered away at the compression, the carburation, the valve timing, and what not, and although there was no audible misfiring, the power developed was simply contemptible in comparison to the stated capacity of the engine. Finally, in the course of many adjustments, there came a day when the machine flew along like a thing possessed. I could not account for the sudden improvement. Everything was apparently in exactly the same condition as it had been on many previous occasions when the machine would barely stir, and I was about to write the whim of the machine down as one of those things "no feller can understand," when it dawned on me that since the compression and timing and carburation had not been tinkered with since the last failure, the secret must lie in the adjustment of the contact breaker. Next it dawned upon me to run each cylinder separately, by shorting the other with a screwdriver, and so the vital importance of synchronization dawned on me, and I have never been at a loss with twin-cylinder ignition since. I want in these notes first to describe how malsynchronization can ruin the running of the engine, and then to consider various methods of breaking the contact from this point of view.

THE NECESSITY OF PERFECT SYNCHRONIZATION.

My worst illustration is from a big tricar. With this machine in tiptop order, barring ignition adjustment, I have known the second gear of 7½ to 1 be required to take three persons up a very short grade of 1 in 25, and this without there being any misfiring (by "misfiring" in this connection I mean audible misfiring of the dot-and-carry-one or can't-we-bank-and-splutter type; literally, it was misfiring all the time, but the misfiring was of a smooth and inaudible kind). This being possible, we should all of us, down to the utterest novice, understand the necessity of perfect synchronization, and, further, select a device which will afford the greatest freedom from such annoying lapses of power. There are six standard devices, viz.:

(1) Two plain coils with make and break.
(2) Two trembler coils with wipe.
(3) Two trembler coils with make and break.
(4) Single trembler coil with distributor.
(5) Magneto.
(6) R. O. M. contact breaker.

In considering these various devices we have three points to keep in mind as ideal. One is reliability in the shape of freedom from dirt, wear and derangement; the second is that any slight lapse from perfect condition should affect both cylinders equally, for it is a great deal better to have *both* cylinders 20 per cent. beneath maximum efficiency than to have one cylinder 5 per cent. under maximum efficiency and the other 10 per cent. under; and the third is ease and simplicity of readjustment.

I.—PLAIN COILS WITH MAKE AND BREAK.

The coil will give no trouble, being a plain one. The contact breaker has four platina and two spring blades, any one of which six parts may be separately affected by dirt or wear. This is especially likely if the platina are ordinary platina, and not "indestructible," i. e., of iridium or iridium compound. Further, its adjustment is a matter requiring skill, and scoring four minus marks; we therefore give this device ten bad marks.

II.—TREMBLER COILS WITH WIPE.

On this device we have the four platina on the coil and their two springs. In addition a wipe contact is a difficult thing to make, since the segments have to be mortised into an alien substance (e. g., brass into fibre); these two substances wear unevenly, and particles of metal get carried on to the fibre and give circuit where it is not wanted. I should therefore give this device eight bad marks. It requires no adjustment, and scores on that point for its other shortcomings.

III.—TREMBLER COILS WITH MAKE AND BREAK.

This device includes the six vulnerable points of the last as regards the coils, and further includes four additional platina on the contact breaker and two spring blades. As all of these are very readily subject to derangement, they incur twelve bad marks on my system of judging, and we have yet to consider the question of adjustment. There is no doubt that a most delicate and perfect adjustment is possible with this device. On the other hand, to get it exact is a most skillful operation, and not one that any driver would desire to face on the road; in fact, few owners of it take the trouble in ordinary use. A chauffeur can do it, an owner will do it for a timed hill climb, but it scarcely enters the region of everyday use. And as even an approximately correct adjustment is more difficult to secure than with any other device, we must allot four minus marks on the score of adjustment, and state that, however desirable this ignition may be for racing (I am not sure it is not the absolute best for that purpose), it scores sixteen bad marks for ordinary touring use.

IV.—SINGLE TREMBLER COIL WITH DISTRIBUTOR.

This device is not, so far as I know, employed on any motorcycle.

V.—MAGNETO.

The magneto contact breaker consists of a revolving arm with two recesses in a fibre disc controlling the contact breaking. The same pair of points control both cylinders, and a very wide range in the amount of break does not seriously impair the firing. Thus we are left with no other course of derangement than the wearing of the fibre. I have never yet had a fibre wear unless the rod from timing strap to advance spark lever has been bent out of truth, so I am rather loth to debit this device with any bad marks at all. Similarly, though there are two platina on the contact breaker, the universal experience of motorcyclists is that these platina wear much longer and are less subject to pitting than the platina on any known battery ignition contact breaker. In addition, there is no fear of oil getting on them, as they are not carried on the engine. Contrasting this device with the foregoing, two bad marks are the most we can honestly allot to it.

VI.—THE R. O. M. PATENT CONTACT BREAKER.

In the R. O. M. patent contact breaker, we have a device that endeavors to secure the advantages of the magneto contact breaker for a battery and coil-ignited engine. It is newly on the market, by comparison, and is very highly spoken of. On an examination of it, we find that it is so constructed that the losing of temper by the single blade, or the pitting, oiling, or soiling of the platinum, will affect both cylinders equally, so that synchronization is never affected, though the efficiency of both sparks may gradually be equally reduced by wear. The wearing points, however, are iridium indestructible points and a hardened steel cam, and we know we need not expect wear with these save after prolonged running. Only a very exhaustive practical test can prove whether this is equal to the magneto. It can scarcely be superior, but because of its theoretic excellences—the improbability of wear and the maintaining of accurate synchronization under all conditions—I am inclined to debit it with no more bad marks than the magneto (that is to say, two), and to rank it bracketed first, level with the magneto. Tabularly arranged, the results of my inquiry are as follows:

	Contact Breaker.	Marks Debited.
1.	Magneto R. O. M.	2
3.	Two trembler coils with wipe	8
4.	Two plain coils with make and break	10
5.	Two trembler coils with make and break	16

I hope this article will provoke some discussion. It is not theoretical, for I am no theorist—it is merely a string of deductions from prolonged road experience; written from the standpoint of an ordinary, easygoing motorcyclist who desires the best average results with a minimum of trouble and a maximum of regularity.—"IXION," in *London Motor Cycle*.

Motorcycles and Police Duty

SOME figures that show how well the motorcycle is adapted to police duty are given by Chief Knapp of Toledo in his report of police service during the month of June. His motor cops attended to 696 calls, including occasions which were acted upon by the officers during their regular work of patrolling their districts. This accounted for more than 5,000 miles of riding, and the presence of the motor cops on Toledo streets has had a wonderfully soothing effect on automobile drivers who were inoculated with the speed microbe.

Germany's Remarkable Statistics

CONSUL G. N. IFT, Annaberg, Germany, has forwarded the following statistics relative to motorcycles and automobiles in the German empire, showing that over half the entire number of power propelled vehicles in use are motorcycles. On January 1, 1908, there were 36,022 motor vehicles, of which 34,244 were passenger and 1,778 were freight. This is an increase of about 33 per cent. during the year 1907. Of the passenger vehicles 19,573 were motorcycles. These figures are mighty significant.

AN INTREPID MOTORCYCLISTE

In the June issue of Motorcycle Illustrated there appeared a short item in reference to Mrs. H. G. Smith, wife of the president of the Detroit Motorcycle Club, with the statement that she was probably the only woman motorcyclist between New York and San Francisco. But there are several others. Mrs. F. H. Williams of Minneapolis has ridden a Wagner for over a year now, and has become expert in its management. Then from Buffalo, N. Y., word has been received of two nurses—Misses Wardwell and Wenborne—from a Schenectady hospital, who passed through that city recently on a trip from their home town en route to Kansas City. They were muddy and somewhat worn, but had made the run from Lyons to Buffalo, 113 miles, in one day.

Mrs. Smith, the Detroit rider, has accompanied the Detroit Motorcycle Club on several runs this spring. She also covered the seventy-nine miles from Detroit to Flint, Mich., in one day. Forty miles of this route is said to be over the worst roads in the state of Michigan. Mrs. Smith went through without a mishap, stayed with friends at Flint, and returned two days later over a different route. She rides an M. M., and as she weighs only 130 pounds herself, she can travel just about as fast as any member of the club. From other parts of the country we have had information of the constant use of motorcycles by lady riders, and it is pleasing to know that the softer sex are taking up this sport. They are sure to give it an impetus that would otherwise be lacking.

MRS. H. G. SMITH, DETROIT MOTORCYCLE CLUB, ON HER M. M. SPECIAL

Consul John C. Caldwell reports from San Jose, under date of June 12th, that, according to a decree promulgated by the Costa Rican government on that day, the duty on motorcycles, bicycles with motors and automobiles has been fixed at .05 colon (colon, $0.4651) per kilogram (2.2 pounds). To the above duty should be added wharfage dues of .015 colon per kilogram and a sur tax of 2 per cent. of the duty proper for the consular service.

INVADING NEW ENGLAND—II

A Thousand-Mile Tour, from New York, Far, Far, to Bretton Woods, Then Into Maine, After Which, Along the Shore to Boston. Next Comes Springfield, Hartford, Waterbury, a Brief Dip Into York State and So Home. Roads Mostly Good. Busy Towns; Long, Silent Stretches Between the Hills, Deep Reaches Into Fertile Valleys, Beach Resorts a-Plenty and Good Hotels Everywhere.

PART ONE IN JULY 1st ISSUE

Sunapee Lake to Bretton Woods, N. H., Via Franconia Notch, 90.3 Miles. Good gravel roads to Plymouth; sandy beyond.

Soo-Nipi Lake. Leaving hotel go southeast (along same road used in arriving) to cross roads at 4 miles; straight ahead to fork at 2.9. Take left and just beyond turn right. Direct through Crockett's Corners (3.9). Pass along shore of Pleasant Lake. Immediately after crossing bridge over mill pond at Elkins (5.6) turn right and follow main road direct through

Wilmot Flat, 7.2 Miles. Pass through cross roads at 7.9 (white church on right) and continue direct to

Cilleyville, 9.4 Miles. (Cross roads.) Turn left (white house and barn on corner. Just beyond pass through covered bridge and immediately turn right along creek. At end of road again turn right through another covered bridge. Cross railroad at

West Andover, 10.7 Miles. Take left fork and follow railroad. At fork (11.2) keep right and at next fork take left with railroad direct through

South Danbury, 13.2 Miles. Cross railroad and shortly pass under same. Keep with railroad, crossing it into

Danbury, 16.4 Miles. Turn sharp right past white church 1¼ miles beyond cross bridge over river at old saw mill. Turn at once left and follow river, keeping left at forks. At 19.7 turn right across bridge and keep left with river. At 24.5 take left fork. Road sandy to

Bristol, 25.8 Miles. *Do not* go into the centre of the village, but at the edge of the town turn sharp left around white house. Direct on main road (gasoline and oil at blacksmith shop on right) (owing to one steep pitch in Franconia Notch it would be well to have plenty of gasoline). Pass through covered bridge and follow macadam to New Found Lake. Keep main road along east side of lake direct to fork at 37.8, where take right down steep hill into

Plymouth, 42.4 Miles. At foot of hill just before railroad turn left and go north on main street. Cross railroad and pass through covered bridge. Keep on west side of Pemigewassett River. Two miles of macadam and then quite sandy to

West Campton, 48.9 Miles. Straight ahead. Cross railroad at 52.2 and 52.3 and aagin at 53.4 (dangerous), and 54.4 direct into

West Thornton, 54.6 Miles. Just before railroad crossing at 55.3 take right fork direct through

Woodstock, 58.7, and

North Woodstock, 62.3 Miles. Cross railroad at 64.3. At 66 note profile of Indian Head on mountain to left. Pass

Flume House, 67 Miles. Side trip on foot one mile to the Flume. Direct up through Franconia Notch. Note "Old Man of the Mountain" (on left across Profile Lake near Profile House).

Profile House, 71.9.

Twin Mountain House, 84.6 Miles. (To avoid this short but steep hill, turn left at foot, and at schoolhouse just beyond turn sharp right up easy grade to hotel.) In front of hotel turn right. Cross railroad again and keep left at fork just beyond. Follow Ammonoosuc River, keeping with the railroad, crossing it several times during the next few miles. (Dangerous crossings.) More teams and motor cars are met in these few miles than anywhere else in the mountains. Pass Fabyan House (89) to

Bretton Woods, 89.7 Miles.

Sixth Section,

BRETTON WOODS, N. H., TO POLAND SPRINGS, ME.

Bretton Woods, N. H., to Poland Springs, Me., 82.2 Miles. Good gravel and dirt road nearly all the way with mostly down grades, some macadam near North Conway and some sand beyond Naples.

Bretton Woods. From the Mount Washington continue direct to Mount Pleasant House; turn left on main road (good gravel) passing Crawford House (3.9) and through the "Gate of the Notch" down winding and steep grades through Crawford Notch (Mount Webster on left and Mount Wiley on right). Cross railroad at Bemis (12.5). Cross railroad again at 13.5 and 14.6. Cross bridge over Saco River at 14.8. Cross R. R. at 15.3 and 18.3 into

Bartlett, 18.6 Miles. Straight ahead. Cross railroad at 20.5. At 22.8 take left fork across railroad and ¼ mile beyond pass through covered bridge. Cross railroad at 24. Cross another covered bridge into

Glen Station, 24.7 Miles. Straight ahead on main road, cross bridge at

Lower Bartlett, 26.7. Miles. Macadam to North Conway. Cross railroad into

Intervale, 28.7 Miles. Direct, crossing railroad again into

North Conway, 30.6 Miles. Straight through town to fork at 33.2. Take left. Pass through

Red Stone, 33.8 Miles. At fork (34.7), tall stone signpost, take left crossing over railroad just beyond. Keep main road to

East Conway, N. H., 39.8 Miles. At drinking fountain turn right; cross covered bridge over Saco River to end of street. Turn left into main street of

Fryeburg, Me., 41.2 Miles. Straight ahead to edge of town where turn right (41.6), sign boards. Pass cemetery on right. At fork just beyond (stone signpost), take left past "Jockey Cap," large rock on left. At 44.3 pass through covered bridge. Direct through

East Fryeburg, 47.1 Miles. At 50.9 cross long bridge over Moose Pond. At 52.4 pass yellow schoolhouse on left to end of road at 54.4, turn direct to

Bridgton, 56.2 Miles. Turn left down hill. Half way down grade take right fork through village to drinking fountain. At 56.9 turn right past red frame factory building and cross bridge. At 58.5 take left fork (straight ahead). Again take left fork at 60.8 to

Naples, 65.3. Bear left across bridge over stream connecting Long Lake (on left) with Brandy Pond (on right). Pass "Bay of Naples Inn" on left. At 66.8 turn left (sign). At 67.5 turn right (sign). Pass straight through

Cook's Mill, 68.6 Miles. Sandy road. At 70.1 jog left and right. Pass through cross roads at 70.8. At 71.6 take right fork up hill with bad curve. Down steep grade and straight through

Webb's Mill, 73.2 Miles. At foot of grade just out of village take left fork. At 74.6 take right fork. Just beyond is Welch Hill (steep upgrade, slippery in wet weather). Direct to Cross Roads, 77.3 miles. Many signs. Tripp Pond in sight just ahead. (From this point, owing to two steep hills on the direct route it is advisable for low-powered machines to follow route given below as an alternative, 1½ miles longer.)

Turn right at cross roads. At fork (77.5), part way up grade, take left; stiff climb just ahead. At 78.3 turn right up steep pitch. Pass Summit Springs House (on right) and direct to end of road (Middle Pond just ahead with fine view of the Poland Spring House on the other side). Turn left and skirt pond direct to

Poland Springs, 84.2 Miles.

Alternative.—From cross roads keep straight ahead along edge of Tripp Pond, past cottages on left. At pine grove turn right (79). At 79.7 pass road on right in woods. At 80.1 take right fork direct over sandy road through

Poland Corner, 81 Miles. Fine road just ahead. At 82.7 take left fork to end of road (82.9) on edge of Middle Pond. Turn direct to

Poland Spring, 84.2 Miles.

Seventh Section,

POLAND SPRINGS, ME., TO NEWCASTLE (PORTSMOUTH, N. H.)

Poland Springs, Me., to Newcastle (Portsmouth, N. H.), 81.1 Miles. Good gravel roads; through rolling country. No steep hills to Portland. Some sandy stretches and some rough, stony places, but generally good travel road from Portland to Portsmouth.

Poland Springs House. Through hotel grounds to Mansion House. Turn left around hotel and keep direct road to

Sabbath Day Lake, 4 Miles. Keep left. At fork (4.4) keep right, direct through

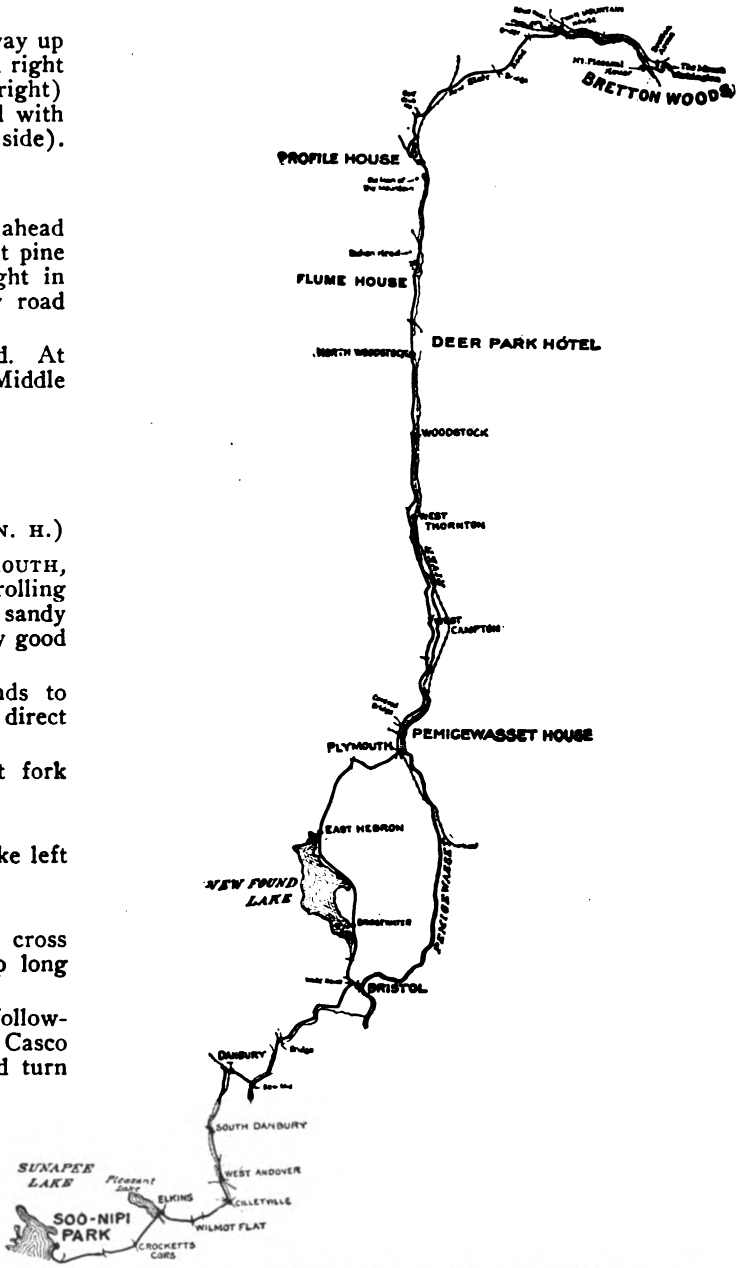
Dry Mills, 7.6 Miles. to

Gray, 10 Miles. Turn right and immediately take left fork through

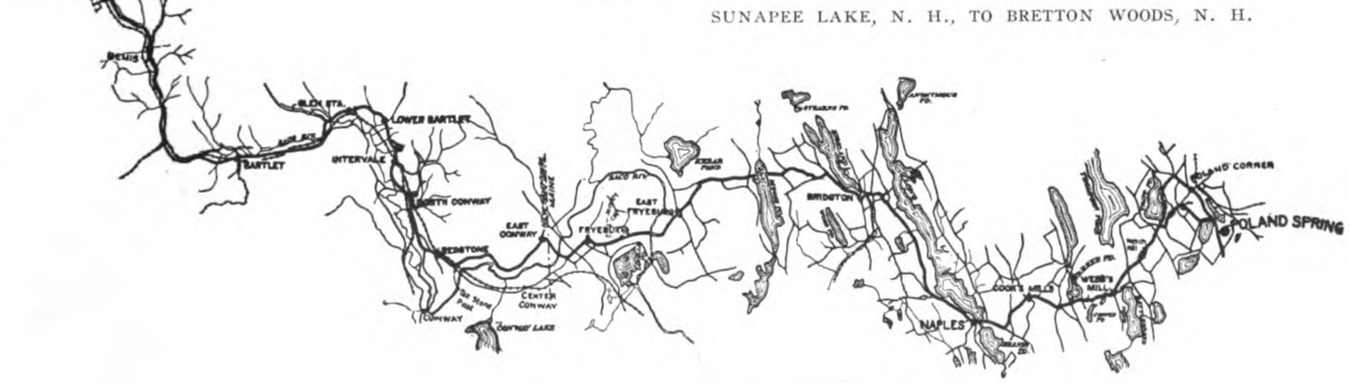
West Cumberland, 15 Miles, and

West Falmouth, 19.3 Miles. Pass through cross roads. At 20.4 cross railroad and iron bridge, up long but not steep hill to

North Deering, 22.3 Miles. Straight ahead, following trolley across Turkey's Bridge over arm of Casco Bay, and across bridge over railroad. Just beyond turn sharp left up grade into "Promenade." Fine view of Casco Bay and Portland Harbor. Follow around park drive, down (cobblestone) hill to railroad station. Turn right to Congress street. Turn left past City Hall to park with monument.


BRETTON WOODS
PROFILE HOUSE
FLUME HOUSE
DEER PARK HÔTEL
NORTH WOODSTOCK
WOODSTOCK
WEST THORNTON
CAMPTON
PEMIGEWASSET HOUSE
PLYMOUTH
EAST HEBRON
NEW FOUND LAKE
PEMIGEWASSET
BRISTOL
DANBURY
SOUTH DANBURY
WEST ANDOVER
CILLEYVILLE
ELKINS
WILMOT FLAT
SUNAPEE LAKE
Pleasant Lake
SOO-NIPI PARK
CROCKETTS CORS

SUNAPEE LAKE, N. H., TO BRETTON WOODS, N. H.


BRETTON WOODS
THE MOUNT WASHINGTON
MT. PLEASANT HOUSE
CRAWFORD HOUSE
Crawford Notch
BEMIS
GLEN STA.
SACO RIV.
BARTLETT
LOWER BARTLETT
INTERVALE
NORTH CONWAY
REDSTONE
EAST CONWAY
CENTER CONWAY
CONWAY
CONWAY LAKE
NEW HAMPSHIRE MAINE
FRYEBURG
EAST FRYEBURG
SACO RIV.
KEZAR POND
BRIDGTON
NAPLES
COOK'S MILLS
WEBB'S MILLS
POLAND CORNER
POLAND SPRING

BRETTON WOODS, N. H., TO POLAND SPRINGS, ME.

[illegible] Straight ahead on Congress street [illegible] turn into High street (trolley) [illegible] turn right into Danforth street, [illegible] Vaughan's Bridge over Fore River [illegible] Follow trolley (sandy road) through

[illegible] Miles to

[illegible] Miles,

[illegible] and

[illegible], 35.9 Miles, to

[illegible] Scarboro, 37.7 Miles. At 39.9 pass under railroad direct with trolley into

[illegible], 41.3 Miles. Straight through town across bridge [illegible] Saco River, across railroad and another bridge into

[illegible], 41.7 Miles. Follow trolley to fork. Keep right on Main Street, three blocks to City Hall (brick building with tower). Turn left with trolley up slight upgrade. Keep with car tracks to right of monument. At [illegible] trolley turns left. Keep straight ahead (Graham street), soon striking trolley again. Bear right to fork at drinking fountain (43.1). Leave trolley and take left past cemetery. At 45.3 pass under railroad and just beyond take right fork through woods (bad, rutty road). Direct to

Kennebunk, 50.2 Miles. At small park bearing right and follow trolley through main street. Cross bridge over Mousam River. Keep with car tracks passing under railroad (54.3) direct through

Elms, 54.5 Miles,

Wells, 56.5 Miles,

North Ogunquit, 60 Miles. Leave trolley and take right fork (road stony) to

Cape Neddick, 63.8 Miles. Take right fork at store. Turn first left beyond (64) up grade. Cross trolley and keep right to

York Beach, 65.5 Miles. Where trolley bears left turn right. At railroad turn left past station. Turn first left again. At end of road turn right. Follow trolley past the beach through

York Harbor, 68.5 Miles,

York Village, 69 Miles,

York Corners, Me., 69.8 Miles. At monument bear left with car tracks. At end of long bridge trolley leaves the road. Follow macadam (rough and worn in places). At fork (76.9) keep right (Kittery) across toll bridge (15 cents) over Piscataqua River into

Portsmouth, N. H., 77.8 Miles. From triangular square follow trolley for three blocks, turn left with one branch of trolley. Where trolley again branches turn left and keep with car tracks out Sagamore avenue across long bridge. Turn first left beyond bridge direct to

Newcastle, 81.1 Miles.

Eighth Section,

NEWCASTLE (PORTSMOUTH, N. H.), TO BOSTON, MASS.

Newcastle (Portsmouth) N. H., to Boston, Mass., [illegible] Miles. Macadam most of the way.

Leaving Hotel Wentworth follow same road used on arriving to trolley line (1.2). Turn left and follow trolley through

Rye Center, 4.3 Miles.

Rye, 7 Miles. The road shortly bears left away from trolley and follows along ocean front through

Rye Beach, 8 Miles. On striking trolley again follow it to

Boar's Head, 11 Miles. (Hampton Beach just ahead.) Cross trolley and immediately turn sharp right on "Winnicumet road" (sign), following another branch of trolley to

Hampton, 13.2 Miles. Turn left at signboards, and keep with car tracks through

Hampton Falls, 15.5 Miles.

Saybrook, 17.9 Miles. Where trolley forks keep left (but not extreme left) and follow car tracks up grade. At [illegible] pass under railroad into

Salisbury, N. H., 20.5 Miles. At forks of trolley (just beyond drinking fountain) keep left with car tracks on fine macadam across meadows. Cross bridge over Merrimack River and keep straight ahead past railroad station to end of the street. Turn left (High street) past park.

Newburyport, Mass., 23 Miles. Direct on High street with trolleys. Fine macadam through Newbury Old Town, where leave trolley and keep on macadam across the bridge over Parker River (26.8) direct through

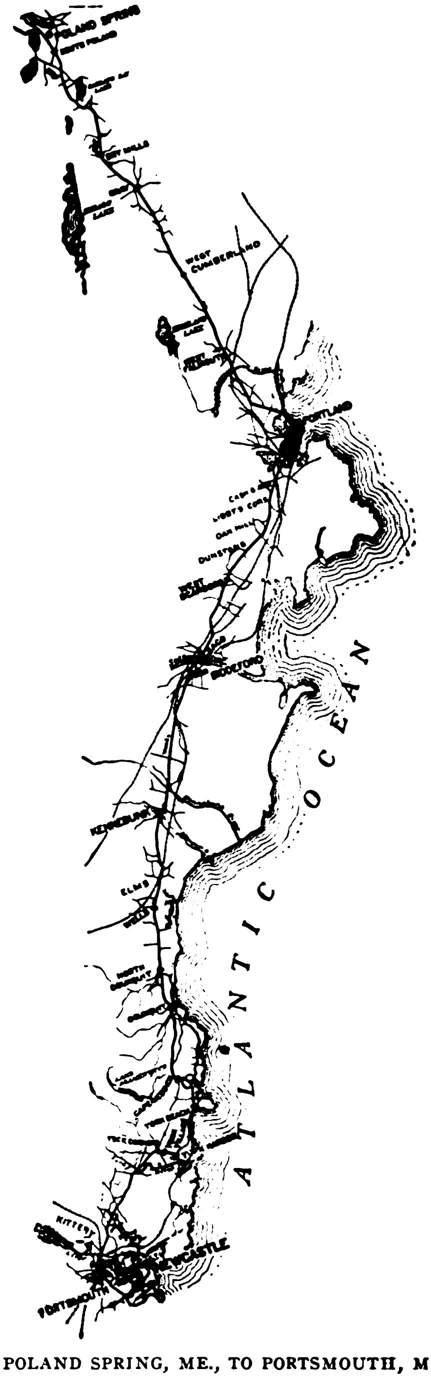
Burke's Corner, 29.7 Miles,

Rowley, 30.6 Miles. Follow trolley winding through

Ipswich, 34 Miles. Fine new macadam out of town. At 34.8, where trolley takes left fork, cross tracks and take right fork. At fork (37) keep right through

Hamilton, 38.3 Miles. Keep right. Cross railroad at

Wendham Station, 39.5 Miles. Pick up and follow

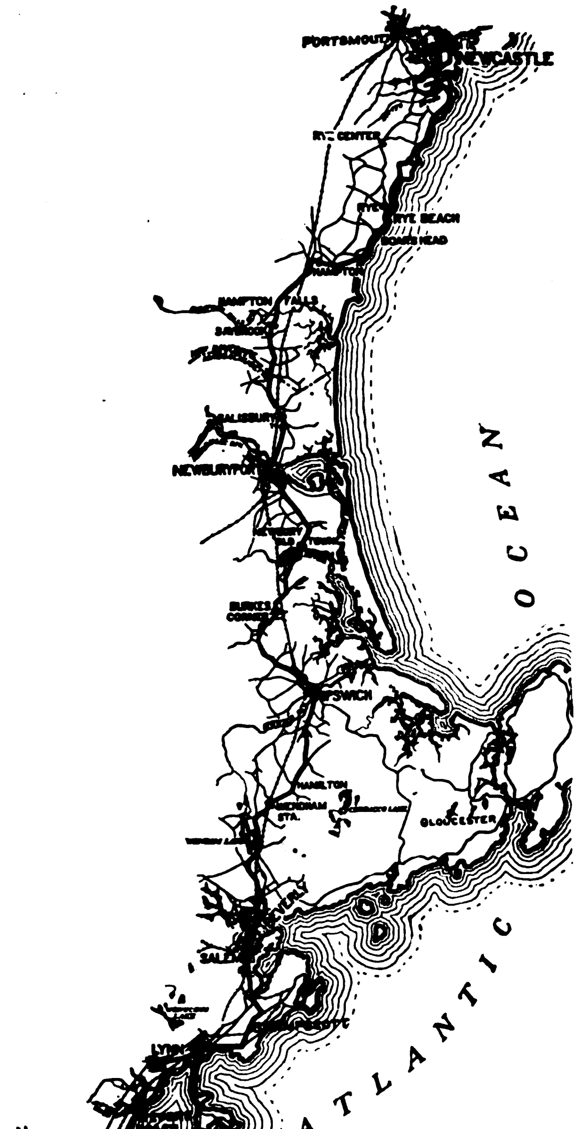


POLAND SPRING, ME., TO PORTSMOUTH, ME.

trolley past Wendham Lake, past North Beverly Station, crossing railroad twice. Just beyond the last crossing turn right with one line of car tracks through Rantoul street.

BEVERLY, 43.7 MILES. Direct across bridge over Beverly Harbor into Bridge street. Where Bridge street bears right turn left to large stone in park at

SALEM, 46.7 MILES. Turn right along park. One block beyond park turn lett on St. Peter street, one block to right turn into Essex street. Turn first left beyond into Lafayette street. Follow trolley to fork at State Normal School. Take right fork (Loring avenue). A short distance beyond bridge across small stream, where trolleys fork, take right, cross railroad at Philips Beach Station, bearing right through Swampscott into Ocean avenue. Turn right up Nahant street three blocks to Broad street and left two blocks to Washington square. Bear right into Exchange street through Central square into Central avenue to Monument at Commons.



PORTSMOUTH, ME., TO BOSTON, MASS.

LYNN. Follow north side of Commons around its west end and one-half block back along its south side. Turn first right into Commercial street, direct across railroad and right into Revere Beach boulevard. Follow boulevard along beach front. Between the hours of 11 a. m. and 11 p. m. continue direct to Condit's dancing pavilion where bear right into Fellsway. Any other hours turn right at 56.1 and take left with trolley on street back of amusement resorts (rough cobblestones) direct into Fellsway (57.4). Follow this fine parkway across meadows. At "T" turn left across bridge over Mystic River to end of boulevard at park in Somerville. Turn left on Broadway. Two blocks beyond turn right into Cross street. Cross railroad and turn left into Medford avenue. Turn right on Washington street (wide street). At Union square turn sharp left into Webster street. Just beyond railroad crossing bear right in Prospect street. Direct to left turn into Massachusetts avenue, across Harvard Bridge over Charles River. Three blocks beyond turn left to Commonwealth avenue.

BOSTON, 68.6 MILES.

NINTH SECTION,

BOSTON TO SPRINGFIELD, MASS.

BOSTON TO SPRINGFIELD, 96.1 MILES. Macadam all the way except a few miles near Palmer. Follow signs erected by the Automobile Club of America as far as Springfield.

BOSTON. West on Boylston street, turn right into Arlington street (at end of Public Gardens), then left into Commonwealth avenue, and bear left into Commonwealth Avenue Extension, following double trolley tracks to Norumbega Park; cross bridge at Charles River; take second turn to right into Newton street; two miles beyond bear left into School street to

WESTON, 15 MILES. At stone church turn left on Central avenue; two miles beyond bear right to Boston road through

WAYLAND, 18.5 MILES. Direct to

SOUTH SUDBURY, 21.5 MILES. Passing Wayside Inn, to

MARLBORO, 28 MILES. (Speed ordinance, caution.) At Middlesex square turn left into Main street. One-fourth mile beyond at fountain turn right and at monument, one-half mile beyond, take left fork. Two-thirds mile beyond turn right and continue three and one-quarter miles, where take left fork for one mile to

NORTHBORO, 34 MILES. Cross N. Y., N. H. & H. R. R. tracks and two blocks beyond at Northboro Hotel take left fork to

SHREWSBURY, 38.6 MILES. Take left fork four miles to outskirts of Worcester, where take left fork passing Quinsigamond Lake and direct up hill into

WORCESTER, 44.1 MILES. Straight ahead past railroad station cross tracks and direct to City Hall (corner of Main and Front streets). Turn left and two blocks beyond keep right. Two miles beyond take right fork and one-quarter mile beyond again take right fork direct to

LEICESTER, 50.3 MILES. Direct up steep hill to

SPENCER, 55.2 MILES. Follow trolley through

EAST BROOKFIELD, 58.4 MILES. Direct to

BROOKFIELD, 61.4 MILES. Bear left along railroad and one-quarter mile beyond at white church turn right. One block beyond turn left and direct to

WEST BROOKFIELD, 64.9 MILES. (Speed ordinance.) Leaving town take left fork and one and one-half miles beyond at end of Lake Wickaboag take left fork to

WARREN, 68.3 MILES. One-quarter mile after leaving Warren take right fork and just before coming into

WEST WARREN, 70.5 MILES. Take left fork and keep straight ahead with railroad over sandy road, striking macadam again a couple of miles before entering

PALMER, 79.7 MILES. Continue along Park street to end of street, where turn left and continue a short distance to

Main street (Burns' Hotel). Here turn right and one mile further on take left fork to

North Wilbraham, 85.1 Miles. Continue straight ahead for ten miles, entering on State street into

Springfield, 96.1 Miles. (Speed ordinance, caution.)

Tenth Section,

SPRINGFIELD, MASS., TO WATERBURY, CONN.

Springfield to Waterbury, 61.6 Miles, is mostly macadam, with some good dirt road. No considerable hills, except down grades. Turn left on Main street, with trolleys to fork. Leave car tracks and take right fork, direct on macadam through

Longmeadow, Mass., 5.8 Miles. (Speed ordinance, caution.) Straight ahead past

Thompsonville, Conn., 9.2 Miles. (Over to right.) Through Enfield. Follow trolley turning right past Warehouse Point Station to

Warehouse Point, 14 Miles. Where trolley turns right toward bridge across river, keep straight ahead over fine macadam. Direct road (some dirt and sandy spots), then more fine macadam direct into

East Hartford. Cross railroad. At white church turn right with car tracks, direct over bridge across Connecticut River. At end of street turn left on Main street. Three blocks beyond turn right into Asylum street to

Hartford, 25.9 Miles. Direct on Asylum street under railroad arch. At fork beyond keep left direct on macadam to

West Hartford, 29.4 Miles. Turn left and two miles further turn right. Three-quarters mile beyond take left fork direct to

New Britain, 36.7 Miles. Entering city take right fork (Hartford avenue). At end of street turn right into East Main street. Turn left on Main street. Cross railroad and take first right (West Main street). Where trolleys turn left keep straight ahead over railroad and direct on macadam, crossing railroad into

Plainville, 37.3 Miles. At drinking fountain keep right across railroad and follow trolley to

Forestville, 41.2 Miles. Straight ahead across railroad and shortly pass under railroad, keeping right with same and trolley direct into

Bristol, 45.1 Miles. At fountain (end of street) turn left and immediately right with trolley, following same. Some dirt road, then more macadam. Pass under railroad and keep with troley through

Terryville, 49 Miles. At end of trolley keep straight ahead up hill. Dirt road with some up and down grades direct to

Plymouth, 51.2 Miles. Straight through town and down very steep long hill (look to your brakes), crossing railroad at foot. Across bridge over Naugatuck River past clock factory into

Thomaston, 52.2 Miles. At park turn left and follow trolley out of town. Two miles out turn left (away from trolley) across Reynolds' Bridge over Naugatuck River and across railroad, then right. Direct down the valley through

Waterville, 58.7 Miles. Where car tracks bear left keep right to large factory building (on right). Turn left under railroad to end of road. Turn left (Johnson street) two blocks. Turn right on North Willow street two blocks, then left on West Main street two blocks. Turn left direct to center square (the Green).

Waterbury, 61.6 Miles.

Eleventh Section,

WATERBURY TO NEW YORK.

Waterbury to New York, via Danbury and State Road, 101.6 Miles. About 35 miles of good dirt road with a few sandy spots; the rest, 67 miles, macadam.

Waterbury. Go past "the Green" out West Main street under railroad and across bridge over Naugatuck River. Turn immediately right and follow trolley direct through

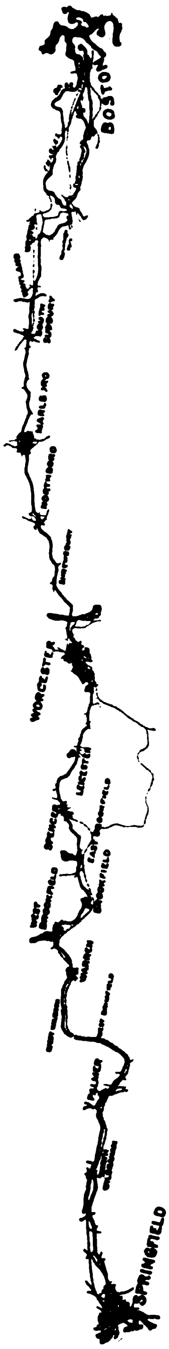
Oakville, 3½ Miles, to

Watertown, 5 Miles. At fork in center of village turn left up hill past Liberty. Just beyond pass through four corners and take next right in front of private school (large white building). Caution. Disregard "Woodbury" sign in left fork in front of school. Keep straight ahead from school to fork. Take left (sign, "Woodbury 6 miles") to "T." Turn left to fork just beyond, where take right with wires. Turn right over wooden bridge, direct through

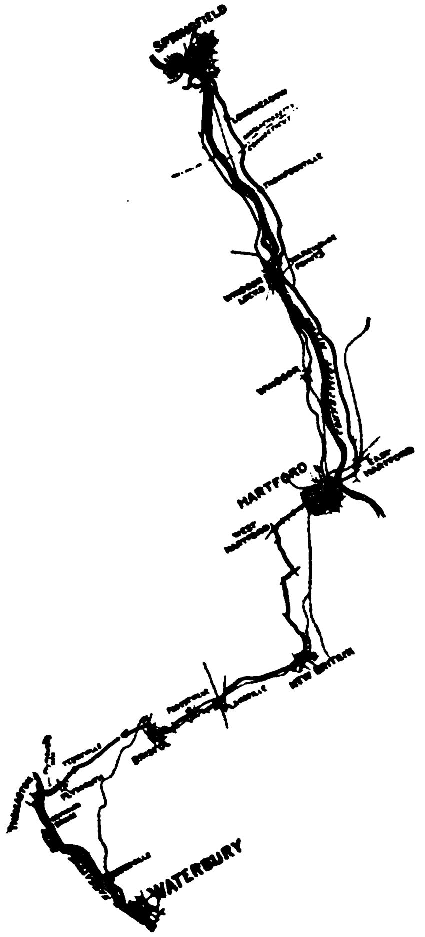
Minortown, 11 Miles. At fork bear right. At next fork (13 miles) keep left across iron bridge through North Woodbury (13.5 miles) to

Woodbury, 14.3 Miles. Straight ahead past Soldiers' Monument. At fork keep left to

Southbury, 16.5 Miles. A short cut, but more hilly road, leads from Waterbury through Middlebury (5 miles); Strongtown (8 miles), and Southford (10½ miles) to Southbury (13½ miles). Straight ahead over small bridge to fork. Take right and follow wires and "Newtown" signs. Pass under railroad, Bennets Bridge.



BOSTON, MASS., TO SPRINGFIELD, MASS.



SPRINGFIELD, MASS., TO WATERBURY, CONN.

Turn right along bank of Housatonic River, under railroad; turn left across iron bridge over river. Direct to

Sandy Hook, 22.4 Miles. Turn right at brick store, cross railroad at station, past Fair Grounds, to iron fountain just beyond.

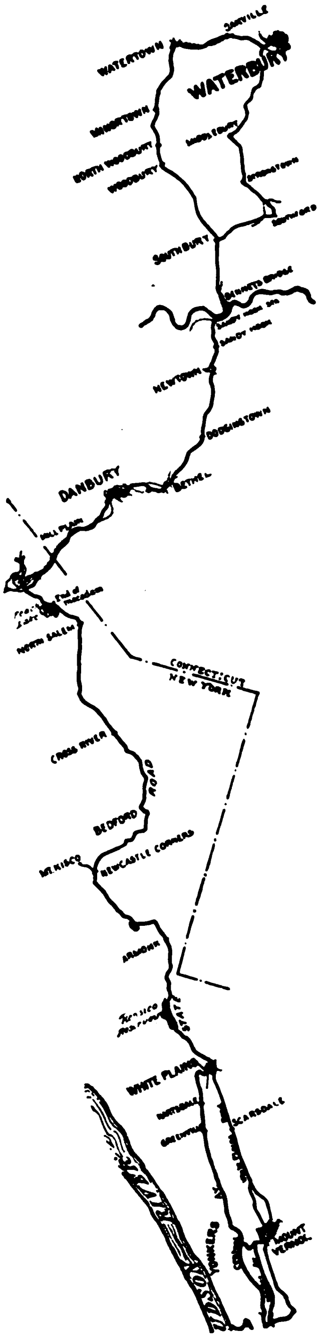
Newtown, 23.6 Miles. Turn left at iron fountain and take next right, direct through four corners (with many signboards). Follow wires. At fork in woods turn right to "T." Turn right through

Dodgington, 27.7 Miles, direct to trolley. Follow same through Bethel (30.3 miles,) cross railroad and follow trolley into South Main street to

Danbury, 33.8 Miles. At City Hall turn left, following trolley out West street. At small park, where trolley turns left, keep right fork. Go under railroad past Fair Grounds, again crossing railroad (at grade). At fork in front of cemetery keep right. Another grade crossing at

Mill Plain, Conn., 38.3 Miles. At four corners turn left over another grade crossing at station. At fork just beyond keep right along railroad. At big Elton Hotel sign at Sodom Reservoir turn left (42.1 miles), up hill and pass east of Peach Lake (state highway begins at Westchester County line and continues all the way to New York) to

North Salem, 46.5 Miles (*at hotel*). 47.1 miles, bear left across bridge; 47.9 miles, pass pass through cross roads; 52.5 miles, turn right with macadam to



WATERBURY, CONN., TO NEW YORK CITY.

Cross River, 53.2 Miles. 54.3 miles, caution for sharp curves; 55 miles, caution for sharp curves; 55.4 miles, look out for "S" curve; 58.2 miles, turn left with macadam to

Bedford, 58.4 Miles. Turn right at park. 61 miles, caution for sharp left curve; 61.7 miles, long hill; 63.6 miles, Newcastle Corners. (Speed limits.) Turn left. 64.2 miles, take left fork; 64.9 miles, caution for bad right curves; 68.4 miles, caution for sharp right curves to

Armonk, 69.4 Miles. 71 miles, turn left over small bridge and just beyond turn right; 72.8 miles, look out for sharp right and left curves at head of Kensico Reservoir; 74.4 miles, keep left at foot of Kensico Reservoir, straight ahead into North Broadway.

White Plains, 77.3 Miles. At stone fountain and Soldiers' Monument in park turn right into Railroad avenue and follow trolley. 77.9 miles, cross railroad at grade and turn right; 78.3 miles, at stone fountain turn left into Central avenue which follow through

Hartsdale, 79.9 Miles, and

Greenville, 81.4 Miles, to Empire City Track, 87.7 miles. Cross Yonkers avenue and continue straight ahead on Jerome avenue and across Central Bridge and right up viaduct on 155th street to left turn into

Broadway, 96.3 Miles. Follow Broadway to

Columbus Circle,

New York City, 101.6 Miles.*

An Up-To-Date John Gilpin

McCARTHY was a citizen of credit and renown; a 'phone collector eke was he in far Great Barrington. McCarthy's boss spoke up and said: "The time is drawing near, while you collect these bills just use this motorcycle here."

In climbing on the saddle McCarthy was not slow; his boss, before he made the start, told how to make it go. Full speed he chugged adown the street, astraddle on the top, but gasped for breath when he found out he couldn't make it stop.

He'd waved his hand a fond farewell upon the cycle freak; just then she took a sudden spurt and scooted like a streak. "So fair and softly, pray," he cried; but Charley cried in vain; the cycle, humping over jolts, just filled his soul with pain.

So stooping down, as needs he must who cannot sit upright, he grasped the handlebars with care, and eke with all his might. The cycle didn't care a bit, but with a sizzling roar, its engine seemed to palpitate, then palpitate some more.

Away went Charley, neck or nought; away went bills and book; McCarthy simply clung like death, and as he clung he shook. The wind did blow, the dust did fly like fog banks long and gray, when Charley's hat seemed to get scared and promptly flew away.

Six miles to Sheffield on he flew, and shouted: "Stop me! Hey!" But ere they understood he'd sped a couple miles away. Then three miles more to Ashley Falls he sped through vale and hill. "Great Scott, I'm going some!" he cried, "and guess I always will."

His fame soon spread behind him through every farmyard place, until the yaps who saw him cried: "By heck, he'll win the race." And now, as he went bowling down, his reeking head full low, the cows and hens beside the road looked on and shouted, "Go!"

All through the dusty highways he had full speed to burn, but nowhere could he find a place quite wide enough to turn. "Ye gods and little fishes," he cried with lack of mirth, "I cannot turn the thing around, must I ride round the earth?"

No answer to his query came, but, as he bounced along, he pushed a thousand levers, and every one was wrong. He hit a million hummocks, and every now and then he'd maim a portly porker or decapitate a hen.

Across the state line then he went, and still he speeded on until he scared the natives in the burg of Canaan, Conn. "Hey, stop her, stop her, stop her!" yelled careful Sheriff Wood. Poor Charley gasped and then he cried, "I wish to God I could!"

At last McCarthy saw ahead, and through the sunset glare, a sight that cheered him up a bit—it was the village square. "I'll turn the thing right here," he groaned; "indeed I must, I must; I'll turn the cussed thing around or else I'll make it bust!"

And round and round and round he went, looping the village square, and all the Canaanites could see was Charley's streaming hair. At last he got the front wheel turned, the steering gear well stowed, and then he sped right back again along the selfsame road.

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* Credit for maps and routes is due to "The Ideal Tour," by Almon C. Judd, Waterbury, Conn.

"Look out, look out!" the natives cried; the poor hens squawked: "Alack, the rest of us will lose our heads, for he is coming back." And they were right, for back he sped o'er selfsame hill and vale, and everyone could see him, perspiring, grim and pale.

Through Canaan town and three miles more to Ashley Falls again, McCarthy's motorcycle chugged—he still was full of pain. And still another three long miles to Sheffield town he sped. "I'm sure I'll ride like this," he groaned, "long after I am dead."

And still he sped for three miles more, the rider of renown, until again he chug-chugged through the quaint old Sheffield town. And on and on he went adown the dusty pike, while far around the country went the odor of the bike.

For twice three miles he sped along, the gloaming 'gan to gloam, and then he hit Great Barrington, Great Barrington his home. "Have you collected everything?" he heard his good boss yell. Alas, dear reader, his reply, with this line rhymes quite well.

Right past his own dear home he went, or rather seemed to fly. "Oh, stop, we're tired," his people yelled—cried Charley, "So am I." And on he went beyond the burg, the burg that gave him birth. It looked as though this time the lad would ride clear round the earth.

Five miles he went at lightning speed, five miles beyond his house. It seemed to him his cycle ne'er would stop its wild carouse. But still he clung like grim, grim death, nor stopped at home to sup, when all at once the motor just shuddered and blew up.

Away went Charley and away went motorcycle, too. Up in the air flew cogwheels, and Charley also flew. Then down he came with sickening thud, but up he promptly hopped, nor cared a whit for bruises, so thankful he had stopped.

The miles he rode were twenty-nine—no one could count his fears; the time he rode, to let him tell, was fifteen million years. Now let us sing: "Long live the bike, and, Charley, long live he, and when he next doth ride abroad may I be there to see."

Lewis Allen.

HIGH JINKS AT SPRINGFIELD, MASS.

FROM Springfield, Mass., the following account of the "doings" of the City of Homes Motorcycle Club of that lively town and its members has been received. Sec. Clarence D. Hobart and a handful of members are all that are left in the city during these "dog-days," still the proverbial good time of a motorcycling crowd of fellows seems to be their share, and things are not so slow as one might think.

A great many of the members are away on their vacations, and, strange (?) to tell, they all go on their little two-wheelers. Our president, "Buck," has shipped his wife and two kiddies off to his cottage on the seashore, via steam cars, while he smilingly mounts his motor and enjoys every moment of his trip back and forth just as he has done for the last five years. Our treasurer, Hartwell, goes to Boston to visit his girl, who is spending her vacation in the "Hub." (Hope they won't blow in all the club money!) Our captain, Tebo (may he live forever), has just returned from a trip around eastern Massachusetts and Rhode Island; reports the time of his life, without a skip and only one puncture. Our photographer, Clark, has taken his "snap shooter," and three of the club boys up on the wild coast of Maine, so now, instead of taking pictures of the members on club runs he is "kodaking" all the pretty waitresses about the place; that is, of course, when wifey isn't looking, for he, too, must needs send her up by boat and train. Others are running off Saturdays to spend the week-ends with friends up in the Berkshires or down on the Connecticut coast.

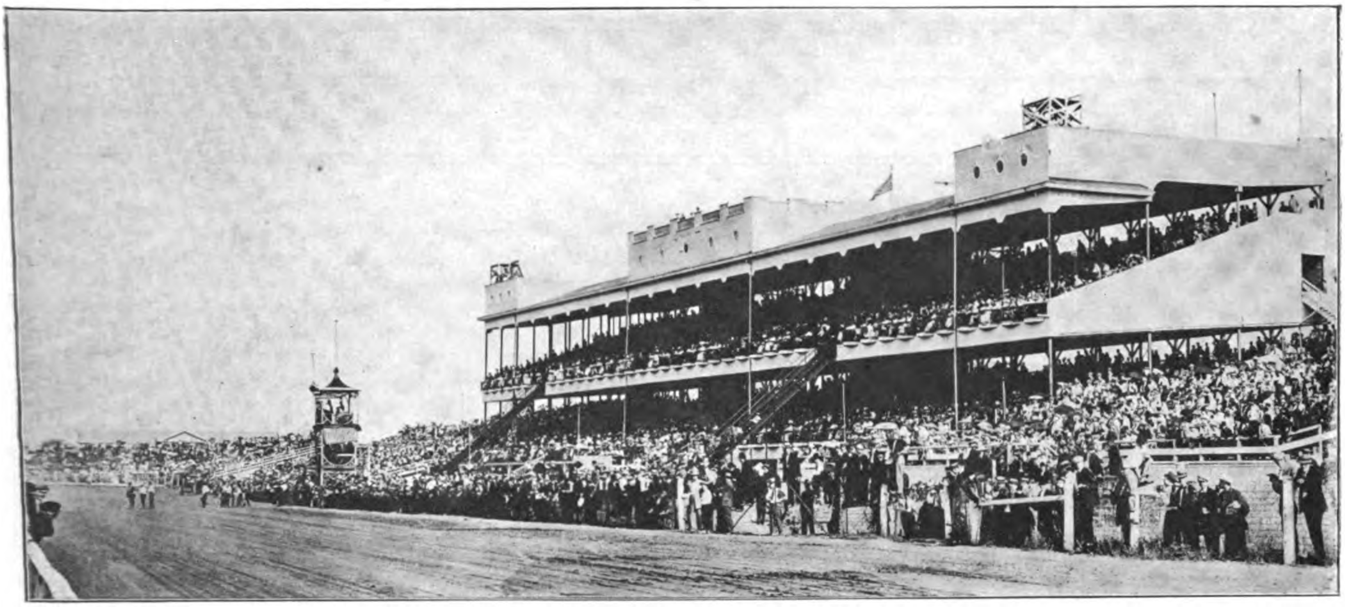
Yet, notwithstanding the allurements of vacation time, when at 7 p. m., on the 3d of July, a midnight run was proposed to Westfield to see the big bonfire there at Park Square, it didn't take long to enthuse the fellows who were hanging around waiting for something to turn up. At 9.30 fourteen red-hot celebrators of our national holiday were off with a yell, going slowly and quietly through Main street (for we have cops here and the boys are waking up to the open muffler nuisance), gaining in speed and noise as we crossed the old Connecticut River, we swept through the edge of West Springfield and out onto the State road through Tatham and then on to Westfield without a mishap, eleven miles from home. It was just about 11 o'clock when we got there, and as soon as our machines were stored safely in a stable, we added our little say-so to the noise and racket around the square. Talk about the inferno, it can't beat that little town of Westfield on the night before the Fourth. I for one am going to reform immediately. Someone said, "Get a horn." We got, not one, but fourteen of those big, ear-splitting, nerve-racking blowers. That was all right for a time, but it soon got tame. "Bushey" tried to kidnap the fattest girl in town and came near succeeding, for she spotted his professional "shovers" badge (which he wears conspicuously) and thought he had an auto somewhere about the place, and, of course, she wanted a ride. But, sad to relate, when she found that he rode a two-wheeler, she threw him down hard—"wouldn't have nothin' to do with none of them stingly motorcycle fellers." We found his remains down the street a-ways, and after bringing him around got him to feeling nearly normal again. By this time some of the lads were "supernormal," and we "whooped 'er up" till the midnight fire was blazing and then "whooped 'er" up some more. Before the fire had started to burn out we headed for home, each and every rider getting back to "Spotless Town" without trouble of any kind, and all declaring it was one bully good time. There were four different makes of machines in the bunch, and no "tail-enders" were developed.

At the last meeting of the club it was voted to hold a clam bake August 16th. A committee was appointed to look up a quiet spot some little distance from the city, on goods roads, where a run can be made on the machines. They have found "the spot"—a grove by the Cosby Hotel, up among the mountains in Woronco, Mass., fifteen miles from the club rooms. Arrangements for the bake will be made by the committee as soon as possible.

A. G. Schmidt and a friend, of Pittsburg, Pa., were the guests of the City of Homes Motorcycle Club on July 6th. Mr. Schmidt was the winner of the one-hour open handicap race in his native city on June 6th. If Pittsburg motorcyclists are all like him we would like to see more of them.

Clarence D. Hobart,
Sec. City of Homes Motorcycle Club.

SO successful was the service rendered by twenty members of the German Motorcycle Association, who took part in German military maneuvers last year, that a greater number has been requisitioned for the autumn maneuvers soon to take place. The call issued by the War Office recently requires no less than one hundred motorcycle riders.



20,000 PEOPLE SEE ST. PAUL RACES

A BREAK into the racing field was made by the St. Paul motorcyclists at the automobile meet held in that city at the Hamlin track on July 15th. Two races were run off, and the Indians carried off the honors. More genuine excitement and enthusiasm was aroused by the big 20,000 audience which filled the grand stand by these races than by any of the automobile events. After the second mile, in the long distance event, the spectators stood on the chairs and cheered the riders continuously. In the five-mile handicap race Van Sickle almost overcame the three-quarters of a mile he had to give the winner and lost by only a length.

While the races were very exciting and provided a good afternoon's sport, the St. Paul boys were somewhat disappointed. It was planned originally to have the races confined to entries from club members only, and the arrival of the racing Indians rather disheartened the local riders. Van Sickle, on one of the 7-h. twins, after taking second place in both the five and ten-mile events, rode an exhibition mile in 1.01. Summaries:

Event No. 1—Five-mile handicap. Limited to machines under 30 cubic inches piston displacement. O. Gudenschwager, first, Indian; C. W. Van Sickle, second, Indian. Time, 6.09.

Event No. 2—Ten miles. F. S. Haas, first. Indian; C. W. Van Sickle, second, Indian; O. Gudenschwager, third, Indian. Time, 11.22 2-5.

Exhibition—One mile. By C. W. Van Sickle, 7-h. twin Indian. Time, 1.01.

ON August 15th and 16th the Milwaukee Motorcycle Club has planned a two-day endurance contest that will be open to all comers. There are four classes—private owners riding single-cylinder and private owners mounted on multi-cylinder machines, amateurs connected with the trade on singles and the same class riding multi-cylinder machines. F. A. M. rules govern the contest and the schedule has been made out to comply with local speed regulations.

On the first day of the contest the route takes in Whitewater, Janesville and Munroe, with controls at these points. On the second day Madison, Waukesha and Milwaukee will be the controls. Checking stations will be established also at points along the course. The night stop will be made at Munroe, where the machines will be turned over to officials and left in their care until the riders check out in the morning. No repairs or adjustments of any kind will be allowed at the controls after the machines have been checked in.

Several hills have been selected, and contestants are required to make the ascent without pedal assistance. Western manufacturers have given their heartiest support to the club, and a large list of entries has been promised.

LINE UP AT THE HAMLIN TRACK.

RACING

UNDER the joint auspices of the San Francisco Motorcycle Club and the tradesmen of that city, an excellent racing programme was carried out on July 4th and 5th on the Tanforan track. The feature of the meet was the riding of W. G. Collins of San Francisco, who won six firsts and three second places out of the nine races in which he was entered. He won the state five-mile championship and the F. A. M. national two-mile championship. The fastest time of the meet was made by Collins in this last race, in 1.00 1-5. Ben Breese of Fresno gave a two-mile exhibition ride, covering the distance in 2.01 1-5, the fastest time ever made on a California track.

On the second day of the meet the most exciting race was the ten-mile handicap, which was won by Lorenson, with 35 seconds handicap, over Collins, the scratch man, who was beaten by only 12 seconds. On this day Collins won the ten-mile Australian pursuit race in three miles. In the second pursuit Fred Ernest forced A. E. Wilson to go a full six miles before he was returned the winner. Breese tried hard to lower the record for two miles which he had established the day before, but the track had become softened up and he failed by a narrow margin.

W. G. COLLINS, SAN FRANCISCO'S RECORD MAKER.

Before the opening of the races two accidents of rather serious nature occurred. Victor Guyot, while practicing on a 7-h. Peugeot, ran into a fence at the three-quarter-mile turn, smashing his machine and sustaining a broken leg. E. Matthews, while going at a mile-a-minute clip, crashed into a buggy which had been allowed to enter the track, but escaped with a bad scalp wound and bruises.

First day's summaries:

Three Miles—Boys of sixteen years or younger, fully equipped single-cylinder stock machines. Won by S. Monckton, Indian; second, Ben Broderick. Time, 4.11½.

Five-Mile Open—Won by W. G. Collins, Indian; H. Lorenson, second, Thor. Time, 5.28 1-5.

Five-Mile—Single-cylinder stock machines. Won by Fred Ernst, Torpedo; C. E. Coughill, second. Time, 5.42 3-5.

Five-Mile—Single-cylinder, private owners. Won by H. L. Tillman, R-S; Fred Ernst, second. Time, 6.32 4-5.

Five-Mile State Championship—Won by W. G. Collins, Indian; H. Lorenson, second. Time, 5.28 4-5.

Two-Mile Obstacle—Tires to be deflated and filled by rider. Won by A. Chelini, Torpedo; H. Mendicott, second. Time, 4.18 2-5.

Australian Pursuit—Ten-mile limit. Won by A. F. Wilson, Merkel; W. G. Collins, second.

Two-Mile Novelty Tandem—Riders changing seats every half mile. Won by Walter Dreyer.

Special—Five-mile record trial by Ben Breese. Time, 5.07 3-5 (California record).

Second day's summaries:

Five-Mile, Single-Cylinder Open—Won by Collins, Indian; second Lorenson, Thor. Time, 6.13.

Five-Mile, Single-Cylinder—Won by Medlicott, Indian; second, Chelini, Torpedo. Time, 6.57.

Australian Pursuit Race—Ten-mile limit, double cylinder. Collins, Indian, passed the last man in the third mile, winning the race in 3.47.

Exhibition Mile, Tricar—Joseph J. Hoffman rode a mile on an Indian in 1.52 1-5.

Two-Mile F. A. M. National Championship, Free for All—Won by Collins, Indian; second, Lorenson, Thor. Time, 2.13 2-5.

Australian Pursuit—Ten-mile limit, single cylinder. Won by Wilson, Merkel; second, Ernst, Torpedo. Time, 7.17 1-5 for six miles.

Five-Mile, Stock Double Cylinder—Won by Hoag, Indian; second, Medlicott, Indian. Time, 5.51 1-5.

Ten-Mile Handicap—Won by Lorenson with 35 seconds handicap riding a Thor; second, Collins, scratch, Indian. Time, 12.55 3-5.

Special Five-Mile Professional for Record—Breese, Indian. Time for two miles, 2.01 2-5; time for five miles, 5.05.

Comet Automobile—Two miles against time, 2.13.

CHARLOTTE, N. C., pulled off a sixteen-mile road race on July 17th that was entirely successful and satisfactory. First honors went to J. M. Barnes, Indian, of the Queen City Cycle Company, who covered the course in 25.40. W. C. Hathcock, Indian, was second in 28.41. B. L. Rogers, R-S, third, 29.42, and G. P. Hamilton, Curtiss, fourth, in 31.04.

The race started at 3 o'clock from the Elizabeth Mills. The route was along the belt road through Shopton and Steel Creek to the Elizabeth Mills. Nine contestants were entered at the start, and only four finished in official time. The machines represented were: Indians, two; Curtiss, three; Reading-Standard, two; Erie, one, and Wagner, one. Mr. Osmond L. Barringer of the O. L. Barringer Company, was the official starter and timer.

IT has been established that a motorcycle can cover a hundred yards from a standing start in better than the best time ever made by a sprinter, which is nine and two-fifths seconds. W. T. Marsh did it a short time ago near the M. M. plant in Brockton, Mass., and was timed by several clockers, too. The trial was the result of a friendly wager, and Mr. Marsh's time was nine seconds flat.

GOERKE WINS TEN-MILE CHAMPIONSHIP

WITH only some five hundred persons in the grandstand, a hot day and a dusty track, a combination motorcycle and bicycle racing program was pulled off at the Elkwood Park mile track, near Long Branch, N. J., on July 18. The events were well contested and entries were fairly numerous for the prizes offered, but notwithstanding the wide publicity given the meet by its promoters, the audience was a slim and unenthusiastic one.

Billy Wray was the star performer of the afternoon. He captured the three-mile open and the five-mile handicap (from scratch) in an easy and convincing manner on one of the big 7-h. Indians. In the last race, however, the Ten-Mile Eastern District Championship, after working his way up from a poor start to fourth place at the end of the first mile, and second position in the fourth, he lost ground rapidly because of a broken commutator connection on the 7-h. Peugeot which he rode in this event.

This was Walter Goerke's race from start to finish. He immediately jumped into the lead and was never headed, though Chapple followed him closely for two miles, and in the eighth mile he lapped every man on the track. His riding was wonderfully consistent, as the time for each mile will show. Three miles he rode in just 60 seconds each, and four miles within one second of this mark. His time at the end of each lap was as follows: 1.09, 2.14, 3.15 3-5, 4.15 3-5, 5.15 3-5, 6.16, 7.16 3-5, 8.17 3-5, 9.17 3-5, 10.19 2-5.

There were two rather delicate maneuvers performed by the riders in the ten-mile championship race. Goerke had been plugging around at his mile-a-minute gait, holding his front wheel just about two feet from the pole and followed by Chapple, when he struck a soft spot on entering the back stretch and his rear wheel skidded. He managed to straighten his machine up quickly, not, however, without giving both himself and Chapple a sensation of a fraction of a second's duration which they both remembered vividly afterward. Then on the turn into the home stretch a big white dog took it into his head to run out and bark at the riders as they passed. Three times he did this before someone chased him off, and it was only by extremely heavey handling that the machines were steered around him.

The best time of the day was made by Wray in the fourth lap of the five-mile handicap, which he made in 59 3-5 seconds. In this race he jumped from sixth position on the first mile to fifth on the second, fourth on the third and then into first pace for the last two laps. His riding was spectacular, and while not with such clockwork regularity as Goerke's, it brought the spectators to their feet.

Jake de Rosier was there, too, but after a half dozen trials he gave up his attempt to lower the automobile record at one mile for the track, held by the Christie racer. His intention was to go after this mile record and establish a five-mile mark, but the turns, he said, were too soft.

A. G. Chapple, the N. S. U. rider, played in hard luck all day. In the first race he was nosed out of third position on the last lap and in the ten-mile handicap he thought he had finished the last lap in second place, which he held for nine miles, and allowed two other riders to pass him. It was only after they flashed by that any doubt arose in his mind as to whether he had finished properly or not, but it was then too late to make up his lost ground.

Summaries:

Three-Mile Open—Limited to machines not exceeding 61 cubic inches piston displacement. W. H. Wray, Jr., Brooklyn, N. Y., first, 7-h. Indian; Russell Smith, Scarsdale, N. Y., second, 5-h. Indian; Walted Goerke, Brooklyn, N. Y., third, 7-h. Indian. Time, 3.16 4-5.

Five-Mile Handicap—Limited to machines not exceeding 61 cubic inches piston displacement. W. H. Wray, Jr., Brooklyn, N. Y., first, 7-h. Indian; Walter Goerke, Brooklyn, N. Y., second, 7-h. Indian; A. G. Chapple, New York City, third, 6-h. N. S. U. Time, 5.22. Wray and Goerke were scratch men. Chapple had 15 seconds.

Ten-Mile Eastern District F. A. M. Championship—Limited to machines not exceeding 61 cubic inches piston displacement. Walter Goerke, Brooklyn, N. Y., first, 7-h. Indian; Val. Valient, New York City, second, 4-h. Indian; E. A. Shotwell, New York City, third, 7-h. Indian. Time, 10.19 2-5.

SOME INTERESTING RACING EVENTS

IN the hill climbing contest at San Francisco on July 12th, up the 1·463-foot Castro street grade, W. G. Collins, on a 5-h. Indian, made the best time of the day—23 4-5 seconds. This hill is three blocks long, with a bitumen surface between the car tracks, on which the machines were ridden. The grade of the first block averages 11½ per cent., and that of the second and third is an average of 16 per cent. The summaries are as follows:

Double-Cylinder Class—W. G. Collins, 5-h. Indian, 23 4-5 seconds; E. J. Weinmann, 6-h. Minerva, 29 seconds; August Chelini, 6-h. Minerva· 32 seconds; C. Doudiet, 5-h. Griffon, 33 seconds; Scheutenhause, 6-h. Minerva, 35 2-5 seconds; H. Medlicott, 4-h. Indian, 37 2-5 seconds.

Single-Cylinder Class—R. Baker, 1¾-h. Indian, 40 seconds; A. Chelini, 3-h. Torpedo, 42 4-5 seconds.

AT the Paterson Stadium, near Passaic, N. J., on Sunday, July 26th, some fast motorcycle riding was witnessed. Jake de Rosier covered five mies in professional competition in 5.25, his opponents being Charles Turville, John King, Arthur Mitchell and "Sonny" Briggs, to whom he gave handicaps. Walter Goerke gave a three-mile exhibition, covering this distance in 3.13 3-5.

LOS ANGELES, July 20.—Sunday afternoon there were some very snappy races at the new saucer at Seal Gardens. Erwin Knappe, who has made a great local reputation on account of his fast riding on the saucer, and who was due for a five-mile match race with "Fearless" Balke, did not appear. Knappe was reported ill and Seymour was pressed into service. Seymour's first effort was a mile exhibition, which he did in 1.06, equalling the local record. The second event was an attempt to wipe out the five-mile record of 6.07 2-5, made on July 4th, by Paul Derkum. Riding in a thrilling manner he succeeded handsomely, doing the five miles in 5.50.

AT the Seal Gardens saucer track, just outside of Los Angeles, on the afternoon of July 12th, Erwin Knappe won the five-mile amateur race in 6.18. Raymond Seymour, who had been picked to push Knappe to the limit, was outclassed, being beaten by several laps in both heats. Summaries:

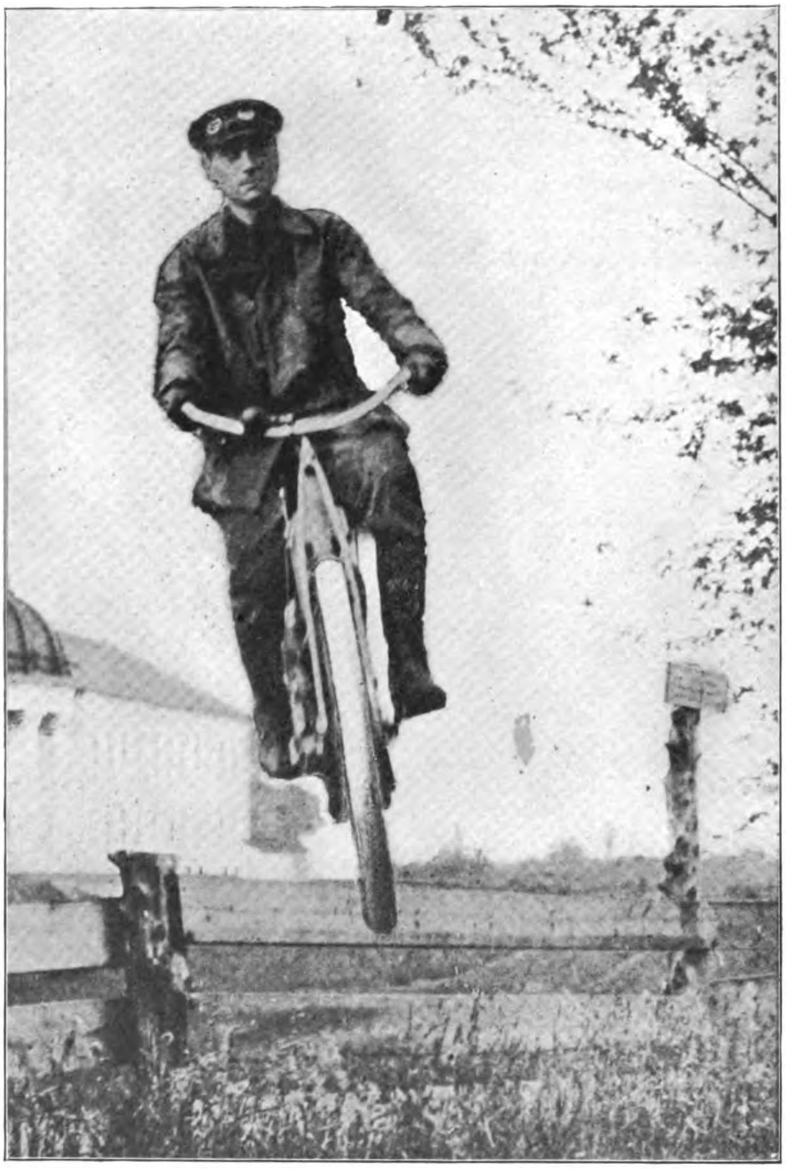
Five-Mile Amateur—First heat, two miles qualifying. Won by Erwin Knappe, Frank Loge second; time, 3.33. Second heat, won by M. J. Graves, Raymond Seymour second; time, 3.48 2-5. Final heat, five miles, won by Knappe, Seymour second; time, 6.18.

THE CROUCH TAKES "OFFENSE"

By "Rarebit Fiend"

AFTER a series of failures I have finally succeeded in taking "a fence" as easily and as gracefully as might a favorite in the steeplechase, and am well on the way to solve the problem of aerial navigation (just a matter of fitting wings).

Like all great things it was difficult to achieve, and required more patience than is ordinarily exhibited by the average motorcyclist. I coached the machine until it was ready to give its very life for me, promising fame and honor such as a hero never enjoyed if it would but take that fence and demonstrate to the world that motorcycles were useful for cross country as well as boulevard runs. The Crouch was my faithful friend through the darkest moments, while gravitation was on the other hand, my worst enemy. It seemed that fate was against us, when at the eleventh hour, and after an inspiring talk to the machine, we rushed across the field and soared over the fence into the road. The Crouch consented to repeat that the accompanying photograph might be taken.



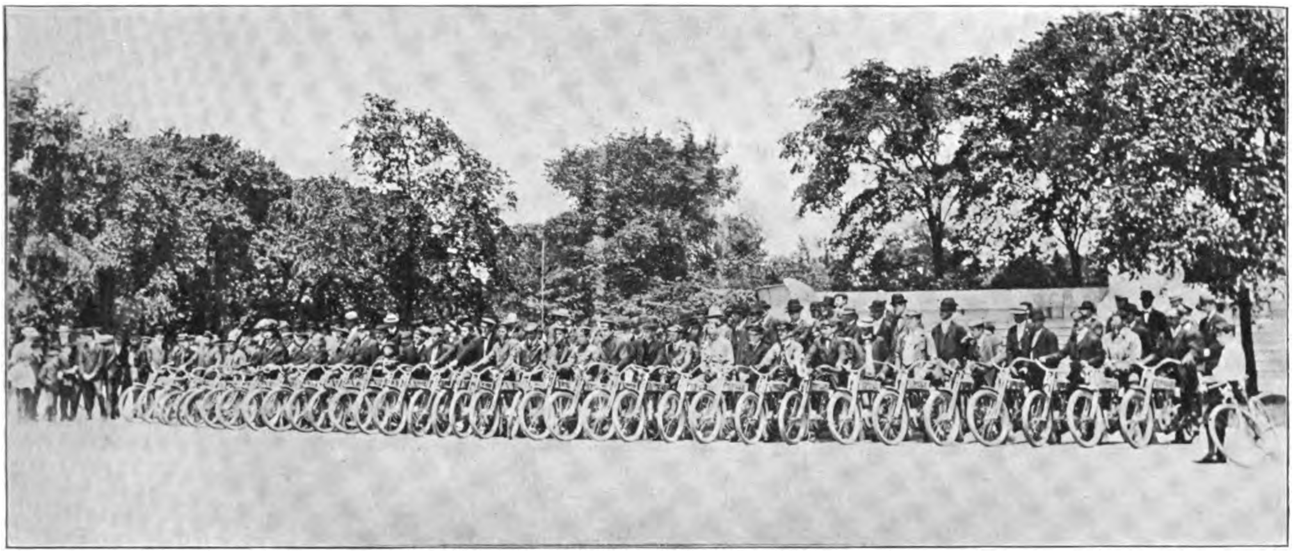
There is nothing which puts motorcycle construction so much to test as will jumping fences with it. Of course, the Crouch is so constructed that "alighting" on the other side does not affect it, and I would not advise trying it on any other make.

Those wishing to give fence hurdling a trial might be aided with the following suggestions: First of all, it is essential to get up a terrific speed; in fact, you must move so fast that you are not perceptible to those waiting to pick you up. The undertaker mustn't even see you. Now, when you are within about 15 feet of the obstacle, gently lift on the handlebars and direct the front wheel into the air at an angle of about 30 to 40 degrees, depending upon how high you wish to go and how hard you wish to fall. With the left foot (the right will not do) kick the machine under the saddle and the rear wheel will leave Mother Earth, precipitating you and your motor through space.

Just above the fence, lean forward a bit (not too much) to start the machine on its downward course. Gradually you near the earth and alight as easily and as gracefully as nature fakers at the hands of our President. If the rider is fortunate enough to survive his first, then let him repeat until the art is mastered, but don't give up if at first you don't succeed. "There is a necessary limit to our achievements, but none to our attempts." It takes time and lots of it. Try a 6-inch hedge, and when this height has been thoroughly mastered, try 12. Who cares? In this way you may be jumping fences of any height, even houses, in a short while. Why, who knows but what with a little practice you could put up the bars, shoot into the air and pass over a whole city? Shakespeare had this in mind when he wrote, in Hamlet, "There are more things in heaven and earth than dreamed of, etc.

Now, to the beginner, it may seem hard to come down to earth again after rising to such a height, and then it might be argued that gravitation would lose its force; but let me assure you that the descent is much the swifter, and requires little or no effort to perfect it. And, besides, have you any just reasons to suppose that you are intended to stay up? Is it not possible that your course is downward? It is not at all improbable that by faith and prayers you could stay up long enough, at any rate, for Saint Peter to render his decision and either receive you with open arms or dash you to earth again.

LOS ANGELES COUNTY, Cal., is about to expend some $3,000,000 in boulevards. This, with the fine all-year-round climate, is a fine motorcycle country.

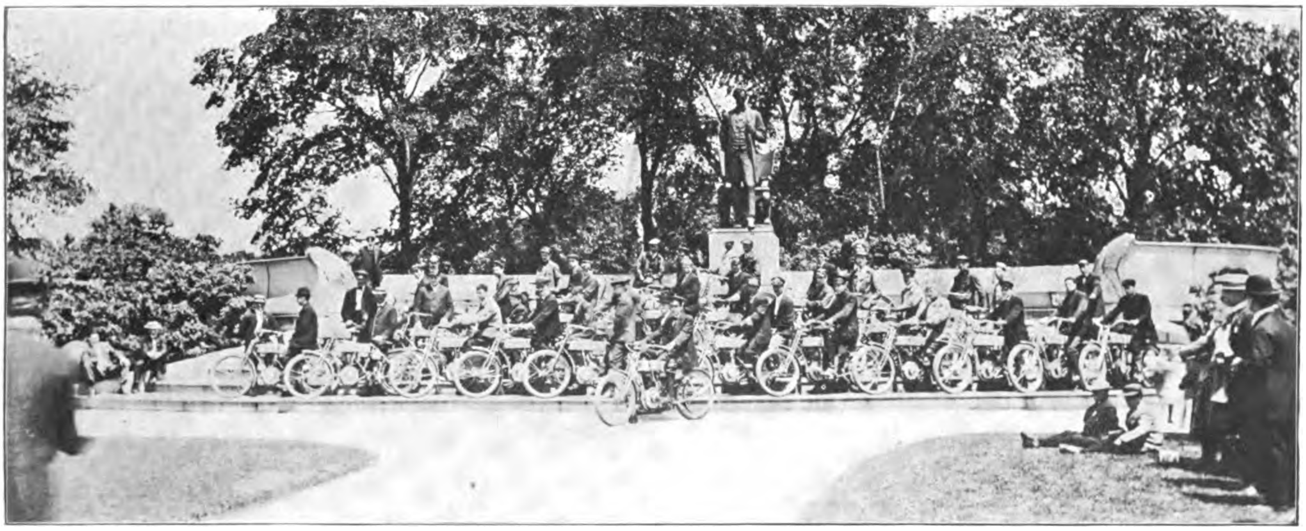


THIRTY-FIVE HARLEY-DAVIDSON RIDERS

AN event which caused a ripple in Chicago's motorcycle circles was the photographing of the "Harley" clan in the southern end of Lincoln Park, Sunday, June 14. Although over 200 was expected, but thirty-five of the boys appeared to face the camera. The genial Lang, clad in a suit of yellow leather, which one of the boys claimed entitled him to a picture by himself, was a trifle late in arriving, but after much fussing and arranging he told the artist he could "fire when he was ready," with the result shown here. The picture is certainly an object lesson as to the popularity of the Harley-Davidson machine in the city of Chicago.

ONE of the sights of Broadway on Sunday mornings at this time of the year is the regular parade of motorcycles that speeds down it along about 11 o'clock. There are anywhere from ten to thirty of these machines strung along in a ragged procession, and the distinguishing thing about the parade is the number of women who take part in the sport, not as workers but as passengers. Evidently motorcyclists believe in having their wives or sweethearts share the game with them, and some of the machines are constructed with that point in view. One particularly smart one is of a tricycle pattern with a special seat for the woman passenger made of brown wickerwork and as smart in appearance as the girl who rides in it. Another of these tricycles, has a passenger seat much like an English "perambulator," while the sportiest one of all has nothing more than an extra bicycle saddle perched over the rear wheel, on which a woman in a brown divided skirt and dusty leggings sits. So far as appearances go women will most likely take to motorcycling when they can ride in the comfortable-looking tricycle style.—From the New York *Press*.

CHALLENGES and counter challenges have been thrown about among the Washington, D. C., motorcycle dealers so fast and furiously lately that there is pretty sure to be some racing there shortly as a result. T. N. Mudd, Jr., stirred up the discussion by a challenge to race the R-S against any machine at the same price. An immediate answer was received from Harry Seamark, agent for the Merkel, which was victorious at Bennings and Brightwood. More are to come, and it is probable a race meet will be held near Washington this fall.



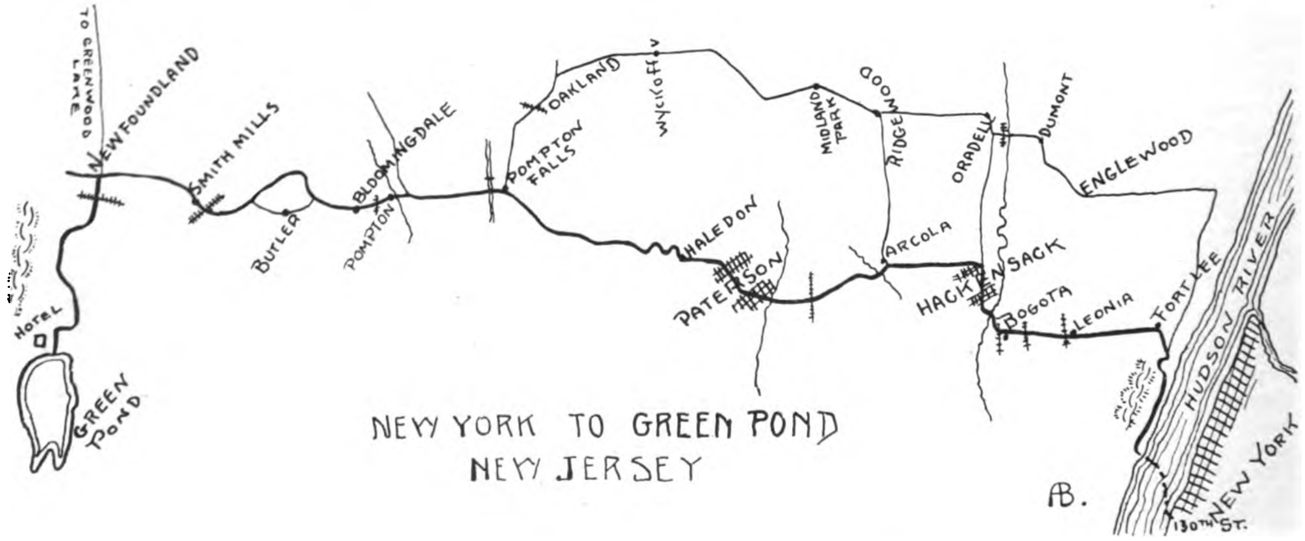
ASSEMBLED IN LINCOLN PARK, CHICAGO

FUN ON N. Y. M. C.'s OUTINGS

THERE was fun, bushels of it, on tap at City Island on Sunday, July 19th, from before noon until after sundown. The occasion was one of the regular weekly outings of the New York Motorcycle Club· which turned out some thirty strong to partake of one of the famous shore dinners that are served at the Bay View Hotel, up in that "neck of the woods." As every one knows, a shore dinner is principally clams, and then more clams. There was the half-shell variety to start with, then the steamed, long-necked variety with the broth that accompanies them, and then clam fritters. And oh, what fritters they were, too. After all this had been washed down with the "suds" that are necessary to this sort of an affair, chicken, roasted to a turn, was served, followed by ice cream and black coffee.

But, of course, before all this happened, there was the run of some twenty miles from the club rooms at Broadway and Eightieth street, to whet the riders' appetites. Though it was only a short "boulevard" run, it caught several of the best riders in the club napping, and it was over an hour from the time the leaders arrived at the hotel before the stragglers got in. Such trifling things as punctures, or a little sand in the carbureter, however, cannot hold these old and experienced riders for any length of time, and as long as every one showed up in time for dinner all hands were happy.

As if the ride up to the island hadn't been sufficient to make a man hungry enough to eat sole leather· President Bendix had arranged for two big launches, and just at noon they both started off with a load for a tour of the adjacent waters. Mike Toepel, who has lived and camped around among those islands there in the Sound since the time they were taken away from the Indians, acted as guide and general information bureau. If any one wanted to know anything about the scenery he asked Mike. He pointed out Harts and Davids Islands, Huckleberry Island, made famous by the N. Y. A. C. men, and its fresh water spring that is only bared at low tide, and all of the other points of interest. Two old racing yachts were viewed—the Columbia and the Reliance, of International Cup Race fame. Both of these old timers were perched upon stilts, high and dry in the ship yards, and covered with wooden housings.



On the return of the boating parties, the stragglers having shown up by this time, all were ready and anxious to wash up and tackle the dinner that had been promised. And what a dinner it was! "Yum yum, ah, fine!" and everybody echoed the "fine." Not only good, but plenty of it; in fact, maybe too much. With such a dead weight of ballast as some of those fellows stowed away it was no wonder only about a dozen of them wanted to do any rowing or swimming afterward.

There was music, of course—some from the orchestra and some provided by club talent on a piano that may have been real good in its day. Al. Viereck obliged with a couple of "rags" and Al. Bartsch attempted a song or two. But the piano was rather disconcerting, and after another hack at it by Schleicher it was reverently covered up.

During the dinner the crowd was in an uproar most of the time. The table was a great long affair, and what was going on at one end could be easily seen from the other. Speeches were tabooed, but every man talked as long as his plate was empty. Two motorcycles were heard chug-chugging past the hotel about this time, and Bendix went out and brought the strangers in to share the royal repast.

Of course, it takes some little time to digest a dinner like this· so all hands repaired to the beach, and those who could swim got into bathing suits and loafed around for an hour and enjoyed the after-dinner cigar. The weather was hot and bathing suits were at a premium, and those fellows who were long-headed enough to bring their own outfits with them considered themselves very lucky. Some of the monstrosities that were handed out were truly wonderful. One little man with about a 28-inch waist got a pair of bathing trunks built for a 48 waistband. When he put both feet through one leg of the garment and wrapped the balance around his body, he nearly created a panic among the ladies. He certainly was a beauty in that outfit.

In the meantime, Pres. Bendix, Sec. Ovington and Freddy Horenburger had secured boats off down the shore somewhere. They were about the heaviest tubs that could be found, so it was decided that a rowing race in them should be over a very short course. The distance was only some 600 yards, from the beach out and around a boat at anchor and return, but it proved plenty long enough. Only the three boats being available, and a dozen men wanting to row, heats were run off. The first was won by L. R. Cook, the second by William Robinson· the third by Ovington, and the fourth by Bendix. Bendix didn't row in the final, however, and Cook defeated the other two, with Ovington second.

Then the swimmers had their innings, and the champion of the club was then and there selected. The distance was some 200 yards straight out from the beach to a line between the judges' boat and a bathing float. Ovington and Al. Bartsch hit off such a pace at the very start that they distanced the others in the first forty feet. Ovington led for half the way with a trudgeon and finished with a crawl stroke (after Daniels). Al. used the side stroke nearly the whole distance, and finished with a breast stroke, and his method proved the better of the two, as he was able to get away toward the finish and won by some six feet. All of the rest were left in the ruck and either were hauled into the boats or swam slowly to another float nearby. Mike Toepel then did some exhibition back diving, flips, etc., in which he was joined by others of less ability, or, possibly, less courage, than himself.

The return cityward was made along between six and seven o'clock, after presentation of leather medals to the swimming and rowing champions. All told, the day afforded one glorious time for everyone, and it was decided then and there to hold another similar outing at some nearby resort, possibly at one of Staten Island's beaches, in the near future.

On the previous Sunday, July 12th, fourteen members of the club rode over to Green Pond, N. J., following the route laid out in MOTORCYCLE ILLUSTRATED of June. They caught the 9.30 boat across to Fort Lee. On account of the dusty conditions of the roads it was found necessary to ride by twos instead of together, so each pair started off and kept about an eighth of a mile behind the team ahead. It was rather an uneventful ride of forty miles to all except Captain Chapple and a few others who were misdirected by a farmer. They covered some twenty-five miles additional before they finally landed at the lake, and incidentally discovered a young Palenville, which, as Chapple described it, "just seemed to drop him off the face of the earth," he came down it so fast.

After removing big chunks of Jersey dust and dirt from their faces with the aid of Green Pond water and soap, Al. Viereck obliged with a little ragtime on the piano, after which the hungry party filed into the dining room and put out of sight everything eatable in the place. They smoked and lounged around for another hour and then climbed up the mountain at the rear of the hotel. It was quite an undertaking to climb up the 200 feet over the rocks, but the view from the summit was magnificent. The amateur photographers each took pictures, while the others made a second meal out of the blueberries which grow very plentifully on the sides of the mountain. Shortly after the start for home a big, threatening, black cloud hid the afternoon sun from view and the riders burned the roads up in great style to get back home again before the shower should fall. Punctures and other troubles soon strung the club out into single file, and there were some who didn't get back into New York until eight that evening. The run was thoroughly enjoyed and will probably be repeated in the fall for the benefit of those who failed to take advantage of this opportunity.

SOME OF THE MEMBERS AT GREEN POND.

OTHER CLUBS' AFFAIRS

IN order to stimulate interest in club affairs, and motorcycling in general, the New Jersey Motorcycle Club, Newark, N. J., is planning a clubhouse of its own. Since the club was organized a few months ago the members have held their meetings at the New Jersey Automobile and Motor Club, but they are ambitious and desire to paddle their own canoe.

The house committee has been negotiating with the big motor organization for a small room in the new clubhouse, but these negotiations were broken off, and until a permanent place can be secured meetings will be held at the garage of the Brush-McLaren Motor Company, 47 William street. The club will give a banquet in the near future, when the medals that were won in the Decoration Day endurance meet will be awarded. The banquet will be held at one of the local restaurants and will be quite an elaborate affair. The arrangements for the spread have been placed in the hands of the house committee.

THE St. Joseph Motorcycle Club, St. Joseph, Mo., was organized the beginning of last month, with A. McCarthy, President; J. F. Martin, Secretary; C. W. Reid, Treasurer, and Charles Neff, Captain. There were seven members elected. Meetings will be held weekly, and runs and social events are planned for this summer and fall.

GRAND RAPIDS, Mich., is the latest city to organize her riders for mutual pleasure and profit. The rapid increase in the numbers of riders there has resulted in the formation of the Grand Rapids Motorcycle Club. It is expected that the membership will reach as high as twenty or twenty-five, and already a number of distance runs are being planned. At the initial meeting Arthur Rose was elected Captain, Noel Houze Secretary and Treasurer. The Board of Directors is composed of Dr. Rayman Harmon, John Houze, R. Baxter, Edward Danhof, J. Kruizinga and H. Danhof.

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If the Newsman has a Live Place tell him to order Two Copies, one for you and one for display

QUESTIONS & ANSWERS

A Tip for Makers

Motorcycle Illustrated:

Enclosed find clipping from the Norwood *Gazette* (Norwood being a town of good size on the outskirts of Cincinnati). A gentle hint in your magazine might put some manufacturer "wize" to the fact that he *might* do some business in Norwood, Ohio.

Although Pickering does some business in this part of the country, the cyclists should be awakened to the fact that Cincinnati, with its glorious hills (which put cycling on the blink), is the place for motorcycles. Cincinnati has very few motorcycles. In fact, they are great curiosities and gather quite a crowd. Pickering handles the Indian, R-S, and N. S. U., while the only other dealer I know of—Stenger, at Thirteenth and Main—has the M. M., Merkel and Curtiss.

Do you think a general motorcycle store and repair shop which could handle a few good makes would pay? I think that's what Cincy needs. Please help me wake them up. Although I now only ride a Racycle "push bike," I hope by next year, at least, to own a good motorcycle and belong to the F. A. M.

I have noticed your magazine in a couple of windows lately, and hope to see it in more.

Wishing you success, I remain yours,

Anonymous.

P. S.—Dealers answering clipping, address Board of Public Safety, Norwood.

The clipping referred to in the above is an account of a spirited meeting of Norwood's councilmen, in which one advocated shooting the speeding automobilists, who seem to be the bane of the town's existence. It is possible that a motorcycle or two might be sold with which to curb the speeders.

A progressive motorcycle depot in any city like Cincinnati would certainly pay. It would establish itself almost at once; surely in one year. It should be, however, up to date, run on modern methods, and should combine storage, repairs and supplies with the agency business.

Information on Magnetos

Motorcycle Illustrated:

The writer would be pleased if you will answer the following questions in your paper. What is the voltage, amperage and speed of the average magneto used with coil on single cylinder motorcycles? Also without coil? What is the meaning of high tension coils? Thanking you in advance, I remain,

Very respectfully,

Cumberland, Md. Clarence I. Ways.

The voltage of the average magneto as used on motorcycles, running at a normal speed, is 3,000, and the amperage is in the neighborhood of 50 milleamperes. This voltage is on open circuit and the amperage is on short circuit. This applies to high tension magnetos only. With a single cylinder machine the speed of the magneto would be just half that of the motor. In the case of a low tension magneto, the Eiseman-Lavalette for example, the current generated is of comparatively low voltage and high amperage, and passes from the magneto into the primary transformer, or induction coil. This is sometimes called a high tension coil since it raises the tension or voltage of the current. Where the system is of a low tension variety it resembles very much the battery system, except that the magneto is used instead of a battery as the primary source of current.

Wants to Meet a Rider

Motorcycle Illustrated:

I am desirous of meeting a Chicago motorcyclist in a purely social way to talk on motorcycle topics. I am an Englishman and have been enjoying "the only sport" in my country all last year. It would, therefore, be very interesting to meet some one equally keen to exchange ideas. If you can help me to come in contact with such a man through your valuable paper, to which I subscribe, I shall be grateful. I beg to suggest a small paragraph stating the above facts, when possibly some one may care to write me.

I am, faithfully yours,

G. T. Gray.

We suggest that Mr. Gray join a club, where he will be sure to find a congenial fellow member with whom he can talk. Club runs and social events promote good feeling, and the real pleasure of motorcycling is thus enhanced. The Chicago M. C. is located at 255 Michigan avenue. S. W. Fahrney is its president, and J. O. Kolzina is secretary. If any rider wishes to write Mr. Gray he may be reached at 542 West Monroe street, Chicago, Ill.

Mufflers Should Be Cleaned

Motorcycle Illustrated:

I would like to know through your columns the reason why my motorcycle muffler burst. It split open from top to bottom.

Very truly yours,

Saginaw, Mich. Hugo Kindler.

The bursting of your muffler was caused by a weakness in its construction. It had become choked with carbon, thereby preventing the passage of the live exhaust gas out into the open. Poor ignition or a leaky exhaust valve permitted a certain amount of live gas to pass into the muffler, and it remained there until the ignition of the following charge in the cylinder. The flame from the exhaust of this explosion ignited the accumulated gas in the muffler, and the explosion and expansion thus caused were too great a strain for its construction.

Where Is the "Push"

Being a reader of the Motorcycle Illustrated I am taking the liberty to ask a few questions. I would like to know where the agents for a motorcycle named Push are. I would also like to know which high-powered motorcycle having two speeds and a clutch you consider best. I would be much obliged if you would give me the names of a few agents who handle such machines as I have just mentioned.

L. H. Able, Lawrenceville, N. J.

Your first question we'll give up. Push cycle agent's name is Legion, and motorcycles sometimes need Push. Perhaps some of our readers may know. Write the advertisers in this issue for catalogues. They will refer you to their nearest dealers, where you can examine the machines.

The Duck Cycle and Motor Company, Oakland, Cal., write to say that it is a mistaken impression that there is no two-cycle, valveless, air-cooled motor made in this country, as was stated in a previous issue of **Motorcycle Illustrated.** They say they are now making a two-cycle, valveless, air-cooled motor in 3-h.p size, though, of course, their best seller is their two-port, 3½-h.p. motor.

MOTORCYCLE ILLUSTRATED

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F. P. Prial

LeRoy Cook - - - - - - *Editor*
Advertising
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Looks Like a Combine

IN our July 15th issue, writing largely from intuition, though, of course, with some knowledge of the inside facts, we said this:

> The F. A. M. have just held their annual meet at New York. The N. A. M. will hold their grand annual at Boston, on Labor Day. We have seen the F. A. M. people *en group*. They are nice people; quiet, jolly, not bumptious, with none of the odor of super-sanctity. We have not seen a single F. A. M-er who palpably bore the label, Motorcycle Celebrity.
>
> We have not seen the N. A. M-ers in bulk. We are told, and we quite believe it, that they are "nobby boys." We know a few of them and they are all right. All this being true, why not *get together?* It is intimated to us that the N. A. M. men would combine, join, come in. On the other hand, we know positively that the F. A. M. people—the leading, guiding spirits in the F. A. M.—we know that they stand ready with open arms.
>
> There is no need for *two* motorcycle organizations in this country. What is needed is one strong organization. A little courage, a little delicacy, a little courtesy and a give-and-take policy will ensure amalgamation. The F. A. M. Executive should say to the N. A. M. Executive: "If we attend your Labor Day meet, *with full power to act*, will you meet us half way?" We feel sure that the N. A. M. men would say: "Yes, we will." The rest should be easy. Unless we are greatly mistaken the two organizations should be one when the sun sets on Labor Day.

This little editorial appears to have hit the bull's-eye. It made a "perfect score." To be sure, there are considerable ifs and ands, ahems, etc.; but it seems quite certain that the F. A. M. and the N. A. M. will adhere, cohere, coalesce, combine and *be one* after the N. A. M. September business meeting.

The N. A. M. men say: It's all right. We will gladly come in, join hands. There is no issue now between ourselves and the F. A. M. All the things we fought and bled for the F. A. M. has adopted. The F. A. M. now suits us perfectly. We believe in one great national organization, not two. But, when we recently appointed an amalgamation committee, it was ignored. So, as a matter of courtesy, delicacy and all that, the F. A. M. folks should make the *first* move—and they should.

There seems to be a bit of hemming and hawing as to how the thing should be gone about and done in swell style. There also seems to be a disposition in certain quarters to so juggle with the matter that the glory of the thing will shed a bright light on some individual or on a small coterie. Some also think that, should the two organizations amalgamate, the credit would be given to Motorcycle Illustrated. But that's all fiddle-faddle. We merely spoke the word, a sort of heart-word, something altogether free from politics or diplomacy. We were just new enough and unpartisan enough to speak without prejudice.

We simply saw *two* organizations, knew that that was wrong, and further knew that wrong does not persist. In fact, should the amalgamation be brought about, there would be plenty of good fellowship, but no glory. It's very simple. The N. A. M. want to come in. The F. A. M. want them to come in. It's like a boy and a girl who want to marry. All that is needed is a ring and a clergyman.

The N. A. M. should have a glorious time at their annual meet in early September. At the height of things, at their business session, suitable resolutions of brotherhood should be adopted, the F. A. M. executive should appear in the convention hall, oratory should flow—and the thing would be done.

Join a Club

THERE are numerous and various reasons why a rider should become a member of some live organization devoted to the sport in or near his home town. All motorcycling cities have one club, some have two, and New York (Greater New York) has four. Every one of these is flourishing and growing. Each one promotes runs, races and social events according to the inclinations of its members. Each has its meeting place or club rooms.

A member can derive many benefits from his fellows. He can oftimes get advice that will help him out of his mechanical troubles, advice that he will not have to pay for in the costly school of experience or in coin of the realm to the repairman. The social side, while it does not run toward elaborate affairs, is just the thing that is needed. Witness the outing of the New York Motorcycle Club at City Island. One man there—a new member—said that he had almost given up his riding entirely because he couldn't get the pleasure out of it he had expected. He had been riding for three years, sometimes alone, sometimes with a companion more or less congenial. But he had never discovered what real pleasure was till he got off there on the Island with some thirty other men, all with the same hobby. There was boating, dining, rowing and swimming—a whole day of it. A better time could not be had anywhere. By all means join a club.

Dog Days Now

IT'S the dead middle of the summer now—the Dog Days. Nothing particular doing; everybody away, fishing, flirting, swimming and what not. And it's a fine proposition, too, that Americans have finally learned, more or less, to "let down" from July 4th to Labor Day. For what doth it profit a man to work all the year round. There should be time for all things—time for work, time for play. To be everlastingly pushed, pressed, driven—that makes for unhappiness. For there is no laughter of life when the body has gone amiss. Labor Day will soon be here, and the day after, that wonderful September Tuesday when all the world rushes back to the mart and starts again the same old foolish game, the game of getting on. And yet, after all, it's not such half bad sport at that, if, during the Dog Days, you have walked the woods, fought old ocean or have idly drifted on moonlit lake.

Better Transportation Needed

IT is to be hoped that the officials of the F. A. M. will take up the matter immediately and make an attempt to secure better transportation facilities by rail for an uncrated motorcycle. Of course, a railroad will now accept a machine in uncrated condition through its express companies. But this is not what is wanted. Not only is the rate excessive, but the express baggage smashers don't know how to handle a machine, and in many cases it arrives at its destination almost a wreck. The checking system, where a rider can help put his mount in the baggage car and then get in and ride with it if he wants to is ideal, but universal acceptance of machines this way will be just as hard, if not more difficult, to attain than was that ruling by the railroads by which they took bicycles under this system.

Returning from the race meet at Long Branch on July 18th eight riders put their machines in a car on the Atlantic Highlands division in which they were carried to Matawan. Here a change of cars was necessary to the main line, New York & Long Branch Railroad. When the train pulled in with which the branch line connected, the conductor absolutely refused to accept the machines unless expressed. This double ruling on trains of one system is, to say the least, confusing. Let us have a universal railroad law or ruling that will cover this point.

On a Long Tour

LET us never again deny the pleasures of long distance touring to the feminine sex. It has always been the impression that fifty or sixty miles a day was the limit of endurance for our fair riders, and then it should be once, or at the most twice only, in one week that she should cover as much ground as this.

But from Buffalo, ten days ago, there came a story of two tired, mud-bespattered cyclists who had arrived there that day all the way from Lyons, a distance of 113 miles. The girls were two nurses from a Schenectady hospital, and were en route to Kansas City. They did not remain dirty and hungry long, however. They had shipped a big Saratoga on ahead of them by express, and half an hour after their arrival they were hard to recognize, as with clean faces and dainty gowns they entered the dining room of the hotel. Which goes to prove that the men may not have things all their own way forever, and that we may still live to see the monopoly of the sport now in the hands of a hardened few broken.

One Step Forward

THE ability to dress like a gentleman and appear like a civilized being still remains to be attained by the great majority of riders. But there is improvement shown, noticeable improvement. In the F. A. M. Annual Endurance Contest the appearance of the contestants was, as a rule, a big advance over that of years gone by. Then, in the recently completed New York-Chicago tour, aside from the personal satisfaction of it, there was an object for the riders to keep both themselves and their machines as neat as possible. Most of them wore khaki suits on the road, always had changes of raiment awaiting at the night controls, and subjected their day wear to a gasoline bath each night. There was a diamond medal offered for the neatest appearing machine and rider, which was won by J. S. Woodworth of the Excelsior team. It was no walkover for him, however; two other riders were nip-and-tuck with him for the honor. In fact, all the Excelsior team put up such a front that they were nicknamed "The Near Silk Triplets." On a tour of over 1,100 miles this condition is to be highly commended, and we trust that in other contests Tourmaster Alofsin's good example will be followed.

IN furtherance of the campaign against the open muffler that has been taken up all over the country this year, the Chicago Motorcycle Club has gone a step beyond any heretofore adopted, and the violator, three times in succession, of a rule against this nuisance adopted by the club a little over a month ago will be subject to summary expulsion from the club. Let the good work go on.

Three Jersey Tours

TRENTON TO NEW YORK.

LAKE Greenwood avenue to Edenburg, 8 m.; turn right to Windsor, 2 m.; left to Hightstown, 3½ m.; straight to Cranbury, 3 m.; straight to Dayton, 8 m.; straight to New Brunswick, 10 m.; then there is good road by way of Perth Amboy or by way of Newark to Jersey City.

TRENTON TO CAMDEN.

Take Broad street to White Horse, 3 m.; turn right to Bordentown, 4 m.; bear to right to Columbus, 6 m.; turn right to Burlington, 8 m.; at south end of Burlington turn to left ½ m.; then turn right to Edgewater Park, then follow car track to Camden.

TRENTON TO ASBURY PARK.

Take Greenwood avenue to Hightstown, same as going to New York; turn right after passing under railroad bridge, to Freehold; turn right at hotel, to Farmingdale; turn left to Asbury Park, or you can go straight ahead to Squantum, turn left to Allaire, Baileys Corner, Sea Girt and along the coast to Asbury Park.

Scranton Insists On Licenses

AS operators of motor vehicles, all motorcycle riders in the city of Scranton, Pa., must take out automobile licenses. This is the edict of Director of Public Safety F. L. Wormser, and a start on carrying it out was made recently, when Allen D. Beemer was arrested on Spruce street.

When Beemer was arraigned in the police court he protested ignorance of the law. He stated that he is a member of the Scranton Motorcycle Club and that not a member of that organization has secured an automobile license. In consideration of the circumstance sentence was suspended on the young man with the understanding that he would secure a license at once.

No sooner had the case been disposed of than John Rawlings, the sporting goods dealer, and a number of other riders waylaid Director Wormser in the corridor of city hall and protested against his ruling that motorcycles are in the automobile class. But the director was obdurate and insists on his edict being carried out by the police

THE use of motorcycles and automobiles is increasing very rapidly in Saxony, as the following statement from Consul Thomas H. Norton at Chemnitz shows: In January, 1907, there were registered 805 automobiles and 1416 motorcycles, while in the same month of this year the figures stood, 1,352 automobiles and 1907 motorcycles.

COMPLAINTS have been registered at police headquarters, in Corning, N. Y., against alleged excessive speeding of motorcycles, automobiles "and such like." Chief of Police Ryan has taken action in the matter, and care is necessary to avoid arrest there just at this time.

CLUB NEWS

Harlem Motorcycle Club

1491 Fifth Ave., New York City

LOUIS H. GUTERMAN, 103 E. 125th St..*Captain*
JOHN F. BLACK, JR., 23 W. 126th St., *1st Lieutenant*
FELIX LEWIN, 262 W. 132 St..*2d Lieutenant*
WILLIAM L. COURSEN, 180 Lenox Ave.. *Treasurer*
GEO. NELSON HOOKEY, 42 W. 120th St., *Secretary*
LOUIS SOBEL ....*Color Bearer*

EXECUTIVE COMMITTEE.

JOHN F. BLACK, JR., *Chairman;* JAC. GOLD, FELIX LEWIN, WILLIAM L. COURSEN, THOMAS CARABINO, L. H. GUTERMAN, *Ex-officio.*

FOLLOWING the action taken by a number of the larger clubs this spring, the Harlem Motorcycle Club has come out flatfooted with a strong statement of its position on the open muffler situation. At a regular meeting of the club on June 26th, the following resolution was adopted:

Knowing that there are owners of motorcycles in this city and elsewhere who neglect to properly muffle the exhaust of their machines when riding through the streets of cities, towns and other residential districts; also

That when motorcycles are operated under the above conditions they make an unnecessary noise and are an annoyance that could be prevented, and cause an impartial disfavor by the public to the motorcycle in general;

And if this disturbance shall continue very much longer, to the disapproval of pedestrians and the danger of seriously frightening horses to the possible cause of runaway, this and other state legislatures will seriously consider the passing of laws to the disadvantage of motorcyclists in general, even though personally they may not have been responsible,

Resolved, That this club disapproves of the "open muffler" and is willing to assist in any movement that may be made to the removing of this easily avoided nuisance.

In his letter enclosing the above, F. B. Littlefield, the club's present acting secretary, states:

"To better illustrate the sincerity of the club in this matter, we might state that in the meeting the above resolution was adopted we voted that no member should be allowed on an official club run with an open muffler, and that all members be expected, while riding among themselves, to exercise care in avoiding this trouble.

HARLEM MOTORCYCLE CLUB,
F. B. LITTLEFIELD, Secretary pro tem.

Honors for Clubmen

A STEADY increase in the membership of the Milwaukee Motorcycle Club and the growing enthusiasm of the members at every meeting has placed this organization on a permanent footing. The fact that some of its members have recently added honor and glory to their names has put the rest of the members on their mettle, and great things are promised.

The first honors of the year go to John R. Ball, the newly elected vice-president of the Western District F. A. M., riding a twin-cylinder Merkel, and to S. Lacy Crolius, who rides a single Harley-Davidson. Both of these men turned in perfect scores in the Chicago Motorcycle Club's Endurance Run on June 6th and 7th. Then Walter Davidson, winner of the diamond medal in the F. A. M. Annual Endurance Contest, who also carried off first honors in the fifty-mile economy run, is also a member of the club. Edward Buffum also turned in a clean score in the Endurance Contest, and the latest recipient of honorable mention is W. P. White who, on his single Merkel, completed the New York-Chicago tour with a perfect score.

Organize in St. Paul

FOLLOWING the boom in motorcycling circles in the Twin Cities this past spring, the St. Paul riders held a meeting in the rooms of the Automobile Club on July 7th, where preliminary steps toward a permanent organization were taken. The meeting was marked by a fine spirit of enthusiasm and interest in the movement and the perfection of the organization plans is now assured.

Thirty-five riders signed the preliminary agreement and in this number are included most of the prominent riders and the tradesmen. A committee on constitution and bylaws was appointed, George Foster was chosen temporary chairman and C. A. Carpenter Secretary. President Stata of the Minneapolis Club was present and furnished many valuable suggestions.

Another Maryland Club

IN Baltimore, Md., the Hamilton Motorcycle Club was organized about the middle of last month. William McCaliston was elected Captain and F. C. Purdum First Lieutenant. Its first run was made from Hamilton, by way of Harford road, to Joppa road, to Towson, to Sherwood, to Chattolanee, to Reisterstown pike, to Reisterstown, to Westminster, to Taylorville, to Mount Airy, to Ridgeville; thence by Frederick pike to Ellicott City, by Rolling road to Liberty pike, to Mount Hope avenue, to Reisterstown pike, to Pimlico road, to Velvidere avenue to Charles street avenue, to Homewood avenue, to York road, to Woodburne avenue, to Hillen road, to Hamilton avenue, to Hamilton. The distance was 100 miles. This route, so far as roads are concerned, was found to be in good condition.

No Cutouts in Chicago

AT a meeting of the Chicago Motorcycle Club held on June 24th it was voted unanimously by the members that an order be issued to positively keep mufflers closed at all times, and that to keep them open was declared against the rules of the club. A member reported having his muffler open and violating this rule three times will be expelled from the club. Secretary J. A. Kobzina writes in his letter: "It is hoped that all members will take warning and strictly adhere to this rule, otherwise the law itself will eventually take its course and make things generally unpleasant for all motorcyclists. Each member should read this notice carefully and *remember it,* as three successive violations will subject the violator to expulsion from the club."

Derkum At It Again

SAN DIEGO, Cal., July 20.—A thousand people gathered yesterday at the racetrack at Coronada Beach to see the races, the chief feature of which was the riding of Paul Derkum, known locally as the "daredevil," and as the "champion motorcycle racer" of the world. His great feat of the day was an exhibition mile in 1.01. In his five mile exhibition he covered the first mile in .58 3-5. The fastest time ever made over this track was 1.04, and this was credited to an automobile, so that Derkum's .58 3 5 stands as a track record, though it is still 2 3-5 seconds behind de Rosier's world's record.

In his five-mile exhibition Derkum had great sport and brought the crowd to its feet repeatedly. Going around the track at the rate of a mile a minute he changed from one freak position to another, rushing from the inner to the outer circuit of the track and going through all sorts of monkeyshines. This five-mile exhibition was full of "close shaves," and Derkum kept the crowd in a state of "bated breath" throughout the entire performance. The summaries are:

Five miles, multiple cylinder—Earhart; second, C. A. Shepard, San Diego; third, Kid Derkum, brother of P. J.; won by thirty yards; time, 5.58. Three miles, single cylinder—L. Graves, Los Angeles; second, Urquhart, San Diego; third, Lodge, Los Angeles. (The competitors were all boys and the time was 4.52 1-5.) Five miles, free for all, single cylinder—First, Risden, Los Angeles; second, Urquhart, San Diego; third, Ziegler, Los Angeles; time, 6.20 4-5. Five mile pursuit race—First, Graves, 6.10; second, Risden, 6.21 2-5. Five-mile pursuit race, multiple cylinder—First, Kid Derkum; second, Graves; time, 6.00. Five-mile handicap—First, Risden, 40 secs.; second, Graves, 30 secs.; third Shepard, scratch; fourth, Kid Derkum, scratch. Five miles against time, by P. J. Derkum, .58 4 5, 1.04 2 5, 1.07 1-5, 1.08 2-5, 5.28 1-5. After the first mile Derkum slowed down, owing to a broken piston ring.

More Stolen Machines

A PROSPECTIVE buyer secured an Indian from William E. Metzger's store at 252 Woodward avenue, Detroit, Mich., for the purpose of trying it for a few blocks, and failed to return it. The description is as follows: Two-cylinder, royal blue, cooling fan alongside cylinders, three-cell No. 6 battery case, special bracket for lamp generator. Number on right side of crank case, 11538 or T1538. Stand attached. The thief was about thirty-eight years, 5 feet 11 inches, 185 pounds, dark complexion, hair and eyes; small moustache; teeth on left side, upper and lower, gold; talks with German accent; well dressed and well posted on motorcycles. A liberal reward is offered for information leading to the recovery of the machine or arrest of the thief, and dealers are requested to be on the lookout for it. Address all communications to John J. Downey, Superintendent of Police, Detroit, Mich.

ANOTHER motorcycle is reported stolen. From Springfield, Mass., this time, and all good F. A. M. members and others will confer a favor on the whole fraternity by keeping an eye peeled for it. Following is a very complete description: R.-S., Model A, 1907, motor number 130, color brown, Mass. auto register No. Z147 on rear mudguard, two tool bags attached, one on frame, one on saddle, with full kit of tools, rear mud guard has had a piece attached to end, pin through stem of handlebars, long rubber grips on handlebars, auxiliary ports in cylinder connected to muffler, horn attached to side of tool bag on frame, Brooks' saddle, G. & J. tires, no chain guard on motor. If seen report to R. B. Lawson, 177 Pendleton avenue, Springfield, Mass.

AT the National Good Roads convention, which opened the 7th of last month at Buffalo, N. Y., demands for federal legislation, just and uniform state legislation, and discussions of methods for obtaining and keeping good roads were the important features. Delegations from all states which are looking for better thoroughfares were present, and representatives of the automobile bodies were out in force.

State Highway Commissioner James MacDonald of Connecticut talked on "Good Roads," and "History of the Development of Improved Highways" was Frederick Skeene's topic. President Hotchkiss of the American Automobile Association called the meeting to order and read a long extract from President Roosevelt's address delivered at the International Good Roads Congress in 1903.

SAN JOSE (Cal.) riders have organized. Sixteen of them met recently in Columbia Hall, on North Market street, that city, and formed the San Jose Motorcycle Club. Officers were elected as follows: Charles L. Bean, President; Jack Shaw, Vice-President; F. E. Howard, Secretary and Clyde Warren, Treasurer. Warren was also elected Captain, and he conducted the first run of the infant organization to the Tanforan racetrack, near San Mateo, on Independence Day.

LOS ANGELES riders and tradesmen have followed the lead of the automobile dealers in that city and are preparing to join the campaign now on to further the good roads movement there. Edward Kehl, Pres. of the Los Angeles Motorcycle Club, visited the campaign headquarters and announced that a meeting will shortly be held to endorse the bond project. The motorcyclists and their machines will be used on election day at the different precincts to help round up the voters.

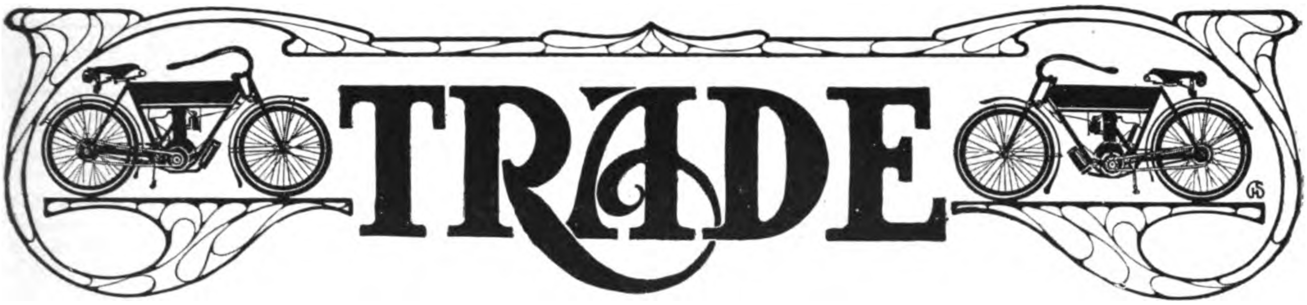
CANANDAIGUA, N. Y., June 20.—Motorcyclists must hereafter limit their speed when passing through Canandaigua's streets, as the authorities have decided that ten miles an hour is plenty fast enough. The street commissioners have instructed Clerk Henry H. Hamlin to look into the matter of purchasing and putting up sign boards on the principal roads leading into the village as a warning not to exceed the speed limit.

DR. W. H. ANTHONY, John Watson and Allen Fulmer of Plainfield, N. J., are planning a trip up through New England as far as Bretton Woods and return. Mr. Watson has just purchased a racing Peugeot and Mr. Fulmer rides a similar machine. They expect to cover some 2,000 miles all told this summer. The New England trip alone will be over 1,100 miles.

REFEREE H. W. Wheeler, in charge of the race meet held by the Los Angeles Motorcycle Club on June 27th has sustained the protest against the stripped Indian machine which Graves rode in the opening event. This places Balke on the Thor in first position.

DURING the first six months of this year sixty-three motorcycles were registered in the Secretary's office of the state of Maine, each at two dollars. Since June 1st, 1905, the date the present motor vehicle law went into effect, just $582 has been derived from motorcycle registration.

AT a meeting of the Aurora Motorcycle Club on July 23d, it was decided to advance the date of the race meet the club intended to hold at the Driving Park on Labor Day to August 8th. Entry blanks are out and a large field is promised.



WHAT THE AGENTS SAY

Danville, Ill.

THE trade throughout Illinois west of us does not amount to anything on account of the very poor roads for which Illinois is famous. In fact, we have no good roads through this section except east of Danville, but here the roads are in such good shape that it really makes up for the other poor ones in other directions. We have beautiful roads from Danville to Indianapolis, Terre Haute, Crawfordsville, La Fayette, Frankfort and all these beautiful Indiana towns. This road proposition puts me in mind of a parody on the beautiful little song, "Illinois," arranged for male quartette. It runs something like this and certainly tells the truth:

There's a blight upon your name, Illinois, Illinois;
It has caused a world of shame, Illinois, Illinois.
In the spring and in the fall
When we have many loads to haul
We cannot use your roads at all, Illinois, Illinois.

Getting back to the subject again, I will say that the motorcycle interest in this vicinity has not been very zealous till just the last year or so. I began riding in May, 1904, and everyone at first seemed to look on the machine and shy away, saying: "I'm afraid it will blow up," or "I would not ride it for $1,000," or some such remark. However, after two years, my friends began to be convinced and purchased machines. This year more interest than ever is being manifested, and the town is fairly alive with motorcycle talk. We got up a hill-climbing contest May 1st, 1908, and this did more to stimulate the trade than anything else I can think of. We had a hill 1,660 feet long, and it has a double reverse curve, still one machine made the trip in 26½ seconds. For a while after that people talked of nothing else but the great motorcycle hill climb at Langley.

Herbert L. Miller,
N. S. U. Agent, Eastern Illinois.

Providence, R. I.

IN regard to motorcycle trade here my business to date this year has increased an actual 35 per cent. My sales have been mostly Indian machines, and I have disposed of about fifty so far this season. These comprise all different models, and I feel sure of putting out fifteen or twenty more. This fall or during the winter I will open up a downtown store and salesroom, as my present location is quite far from the business section of the town. I will then use my present location as a repair shop and keep open evenings and Sundays, my residence being over this store.

I also want to state that the majority of my sales this year have been to a very desirable class of customers, such as business men, doctors, bank clerks, college boys, etc., most of them being men well able to afford a motorcycle. In addition to motorcycles I handle a complete line of supplies and parts, for which there is a ready sale for all useful articles. Yours very truly,

B. A. Swenson.

New York City.

OURS was the first house in New York City to take up the sale of motorcycles, and we had the agency for the Marsh and Holley eight or nine years ago. We pushed the sale of motorcycles extensively, and although we sold about seventy-five that year we lost about $1,500 and did not take up the sale again until last year, about the middle of July, when we handled second-hand machines. We sold up to the first of January forty-five machines second hand.

We took the agency this year for the Merkel, Armac and Crouch and have devoted the second floor of our building to the sale of motorcycles and supplies. From the first of January until July 24th, we have sold fifty-seven new and 125 second-hand machines, ranging in price from $40 to $175, and nine tricars of various makes.

We are satisfied that the motorcycle business is a great one, and we look for a phenomenal year in 1909, when we hope to see the business conditions better and factories running on full time. We are surprised at the enormous interest taken in motorcycling and the number of inquiries we receive daily for the catalogues from all over the United States, which only goes to show that if business conditions were better, we would be doing considerably more in this line. Yours truly,

E. J. Willis,
Pres. E. J. Willis Company.

Boston, Mass.

SO far as the motorcycle business in New England is concerned just now, it is a "waiting game," owing to the fact that this is a manufacturing section of the country and so many factories shut down or running on reduced time it makes the "would-be" motorcycle buyer exceedingly cautious.

There is a wonderful amount of interest in this class of machines. Our large and growing correspondence and many personal calls show to us that nothing but an unforeseen calamity can hold it back. We predict a tremendous rush of buyers the moment good times seem to have a firm footing. Makers who have goods of merit to deliver will find a hungry market waiting for them.

One of the most favorable signs we have noticed is the large number of business men who are taking a decided interest in the use of the machine for riding between home and business and for business purposes generally. Many men are figuring on purchasing machines of power so that with tandem attachments the ladies can ride. We have had dozens of such inquirers. Yours truly,

S. F. Heath & Co.,
Distributors for Thiem Motorcycles.

Newark, N. J.

REPLYING to your letter of the 23d, would say we have sold about four times the number of machines that we sold last year, and the most popular models are the 3½ single and 5-h. double Indian motorcycles, equipped with torpedo tank and saddle for rear position. Very truly yours,

A. F. Benson,
Mgr. Sporting Goods Department, H. J. Koehler Sporting Goods Company.

Waltham, Mass.

AM pleased to state that my motorcycle business has greatly increased this year over last season. From January 1st to July 15th, 1907, I only did about $500 worth of business, and for these same months this year I have transacted sales amounting to $5,000. I am agent for the Marsh-Metz here, and these machines are proving themselves very ready sellers. Very truly yours,

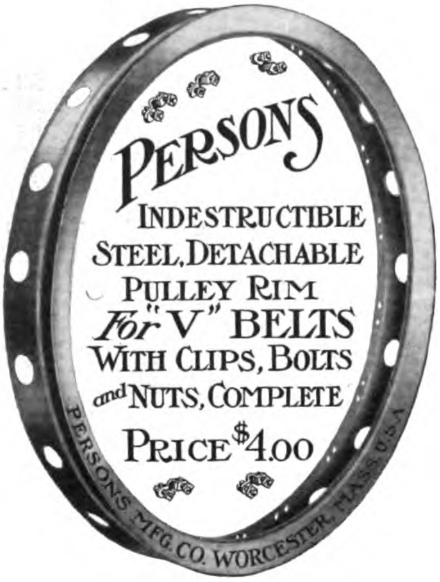
W. A. Estes.

MOTORCYCLE

New Belt Rim

WITH the rapid increase in belt-drive motorcycling, the Persons Manufacturing Company of Worcester, Mass., have been called upon to produce a special pulley for model de luxe machines. One of these skeleton steel pulleys was recently sent to New York as a sample, and upon being discovered by Sec. Henry J. Wehman of the F. A. M., was captured by him and put on his own machine.

The entire machinery and equipment for producing this pulley has been designed and built in the Persons plant in Worcester, and they claim that the product combines lightness, strength and ease of attachment to a degree not before equalled. One of its great advantages, in view of the increasing power of motors and the consequent decrease in the size of rear pulleys, lies in its method of attachment. In the past when through accident or long strain it has become necessary for the repairman to replace a pulley of the type riveted by arms, either integral or attached, to the tire rim, the job has been a serious one, involving much filing and riveting, which latter, particularly in hollow rims, was a proposition in itself, especially if in the pulley to be fitted there was the slightest variation in the holes in relation to those in the rim.



In the Persons pulley attachment is made by a series of clips which semi-encircle every other spoke in the wheel, the number of clips used being either eighteen or twenty. Through each end of these clips passes a screw, which, entering the flange of the pulley, engages a square nut, one side of which rests upon the flat of the pulley, in which are bored forty holes. These not only tend to give lightness, both in appearance and weight, but prevent the accumulation of dirt if used on muddy roads. The Persons pulleys are all nickelplated and will be supplied to users at $4.00 each.

A Baby Prest-O-Lite

A MOTORCYCLE gas tank has been gotten out by the Prest-O-Lite Company of Indianapolis, Ind., which has met with an instantaneous response from motorcycle riders. The dimensions of these baby tanks, which are made and filled the same as the larger Prest-O-Lite automobile tanks, run from 4 x 14 inches, with a capacity of 12 cubic feet, up to a size 5 x 13 inches, which hold 20 cubic feet. The smaller tank, using one ½-foot burner, will furnish twenty-four hours' continuous lighting, and the larger tank will burn for forty hours Of course, with a ¼-foot burner the capacity in lighting is just doubled, and from the experience of the riders who have used the tanks the smaller burner is preferable and much more economical.

PREST-O-LITE
GAS TANK

Anderson Glass Spark Plug

FROM the reports of a number of New York riders who have used them, there is not a doubt but that the Anderson spark plug is one of the finest things ever gotten out in this line for motorcycle riders. This plug has a glass core welded to a steel shell and forming one integral whole that is highly satisfactory. Glass is the very best of materials as a non-conductor of electricity, and is a non-porous body as well; but heretofore it has been supposed that these well known qualities could not be utilized in the spark plug because of the frailty of the glass and its liability to rupture by the explosions incident to the operation of a gas engine.

This has been overcome by the Anderson invention and method of welding the glass to the steel shell. The plug is really a revolution; it solves the long struggle with the ignition problem. There are no loose parts or leaky joints and no absorption of moisture. They say it is the only plug on the market that can be positively relied upon in all cases to avoid premature explosions, as the hotter the engine gets the better the plug operates and the fatter the spark. It sparks every time, all the time, and always on time, and one of the beauties of it is that the rider can look at the spark and explosions taking place within the cylinder through the plug. It is, in fact, a window to the engine. Among the New York riders who use this plug are E. L. Ovington and William Robinson, who are both most enthusiastic over them. Orders for plugs should be sent to W. E. Hutton, 350 Fulton street, Brooklyn, N. Y. Write him for his illustrated catalogue.

Steel Wheels for Motorcycles

FOR several years "Indestructible" steel wheels have been made for automobile use, and now the manufacturers have put them on the market for motorcycle use. They are equipped with Eclipse hubs, and, according to the makers, the Indestructible Steel Wheel Company, 1211 Michigan avenue, Chicago, they have many advantages over the wire wheel ordinarily employed for this purpose. They are not only much stronger and more durable, but their enameled finish is also much more lasting than nickel plating. They are as resilient as a wire wheel and cannot get out of true, while there is no danger whatever of their collapsing or of obstructions getting through them. Protection is also afforded for the tire valve, and means are provided for locking the valve nuts, so that the tire is prevented from creeping on the rim, even under the most strenuous conditions of high speed traveling over any kind of roads. Their ability to withstand treatment that would ruin a wire wheel should recommend them to motorcyclists.

Ovico Giant Pump

ONE of the new Ovico specialties is the "Giant" motorcycle pump, now on sale. This is made up of all brass stock and heavily nickelplated; is light in weight, quick and sure in action. It is 18 inches long, 1 inch in diameter and weighs 11 ounces. The price of the pump outfit complete, including two adjustable clips to fasten it to the frame of the machine and hose connection to fit American or Foreign valves, is only $1.25. They can be obtained from the larger supply dealers or direct from the Ovington Motor Company, 2232 Broadway, New York City.

O-M-C Motorcycle Stand

A LIGHT and compact stand is marketed by the Oberwegner Motor Company of Toledo, Ohio, which weighs three pounds nine ounces, and is very rigid and strong. It can be attached to any machine and locks automatically either up or down, is constructed of steel throughout, and having no separate legs it is impossible to get it into the spokes. The stand operates from one side and is very quick in action. The finish is nickel and enamel, black and royal blue. The clamps are of new design, having a two-point contact on frame which eliminates all danger of tubing crystallizing. The price, complete, is $3.50.

NOVELTIES

N. S. U. Victories in England

A FAIR share of victories should satisfy the users and manufacturers of any first-class motorcycle, but when a machine wins five big events in less than a month, its performances are worthy of more than ordinary notice. This refers to the excellent achievements of the N. S. U. in England during the latter part of April and the first ten days in May. The N. S. U. won the Middlesbrough Hill Climb, the Lancashire Hill Climb, the Birmingham Hill Climb, the Newcastle 5-mile Speed Trial and the Leeds Hill Climb. In the big 5½-mile handicap at Brooklands this machine finished second 3 seconds behind the winner, who received an advantage of one minute at the start. The N. S. U. was also awarded two Non-Stop Certificates in the A. C. U. quarterly trials.

The Duke V Belt

A CHAIN-LINK V belt of excellent design has been gotten out by Dukelow Bros., Chicago, Ill., especially for motorcycle use. Riders who are looking for something new in belt drives should write for the booklet containing the specifications and illustrations of every detail of construction, which the manufacturers will send on request. Several claims of advantage over any belt marketed heretofore are made, notably its long life. It will outwear six ordinary belts, it trebles the life of the pulleys, avoids annoying breakdowns. It cannot stretch, therefore no idler is necessary, and every bit of power is transmitted to the wheels. It affords a perfect grip and no slip, and its good qualities are not affected by wet, dust or grit.

Ideal Oils

ONE of the very few manufacturers of lubricating oils who has devoted exclusive attention to the requirements of high-speed, air-cooled motors as used on motorcycles is W. S. Sheppard, of 21 Lawrence street, Newark, N. J. The name "Ideal," used by this manufacturer, represents a particular compound, which is, and for years has been, manufactured by him alone. The stocks composing "Ideal" oil are made under his own specifications by an Independent Oil refiner in Pennsylvania, and compounded to suit the different type motors. Riders who have used "Ideal" oils have always been highly pleased with them. If your local dealer does not handle this line, write direct to the manufacturer, giving the dealer's name, and he will send you a sample.

New Aluminum Alloy

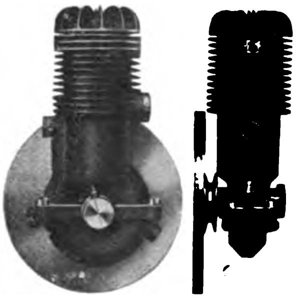
MANUFACTURERS will probably be interested in a new aluminum alloy, known as Magnalium, which has been brought over to this country recently by M. R. Machol, 32 Park place, New York City. This alloy has several remarkable properties claimed for it. It is lighter than aluminum, its price is but little higher, and on account of its greater strength is but very little more expensive to use. It can be rolled, cast and drawn. Wire drawn from one quality of the alloy has a tensile strength of 41,000 pounds, 10 per cent. reduction of area, and it will stand 53,000 pounds if the raw material has been forged before drawing. Soft rolled sheets have a tensile strength of 42,000 pounds and 18 per cent. reduction of area; hard rolled sheets about 52,000 pounds and 4 per cent. reduction.

The Webster Gauge

A GAUGE for both gasoline and oil tanks has been gotten out by the Webster Manufacturing Company, 251 Causeway street, Boston, Mass. This company has built gauges for automobile use for a number of years, gauges which have been used and are still being used all over both continents. A tank gauge not only indicates the exact quantity of the gasoline or oil supply at all times, but it acts as a preventive of fire and explosions. One can be fitted on any tank in a few minutes' time. The price is but $5.00, and if your nearest dealer hasn't got them in stock write direct to the manufacturers, and they will prepay the freight upon receipt of check.

Motors and Equipment

THE Motorcycle Equipment & Supply Co., of Hammondsport, N. Y., make a specialty of Erie motorcycles and parts, particularly motors and equipment for converting a bicycle into a motorcycle. These motors have the unique distinction of being of the two-cycle type.



The four-cycle type motors have one explosion of the mixture to every four revolutions of the fly-wheels, while the Erie has two explosions, giving it nearly twice the power for its size and weight.

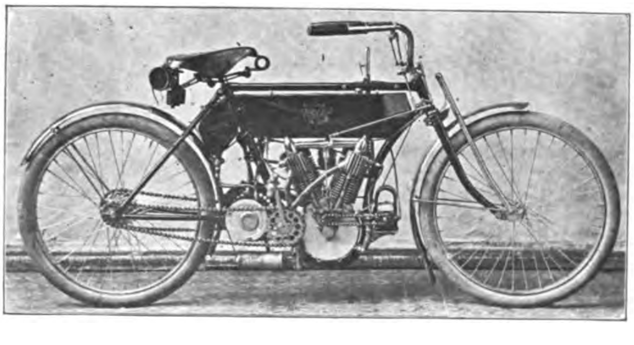
To thoroughly understand the simplicity of the two-cycle motor, you must know how both are operated. In the Erie two-cycle motor, one stroke of the piston draws in a charge of gasolene gas into the crank case the same time another charge of gasolene gas that has been previously drawn in is compressed by the piston in the top of the cylinder. This mixture in the cylinder is then ignited and forces the piston down. This compresses the mixture in the crank case, and when the piston is way down this mixture rushes through the ports in the bottom of the piston to the cylinder and forces out the old burnt gases and is again ready to be fired.

The operation of the other four-cycle type motors is: One stroke of the piston draws in a charge of gas into the cylinder and the piston has to go down and back up again to compress this mixture before it can be fired. After it is fired, the piston is forced down and has to travel up and force out the burnt gas and then travel down and up again before another charge can be fired. The Erie valveless motor makes one-half the number of strokes of the piston for the same amount of explosions that the four-cycle does and gets an impulse every downward stroke of the piston.

IN Peoria, Ill., Dick Snyder has secured the agency for the Excelsior machines. A. C. Snyder, not to be outdone, has also secured the Thor agency in addition to his line of bicycles and supplies.

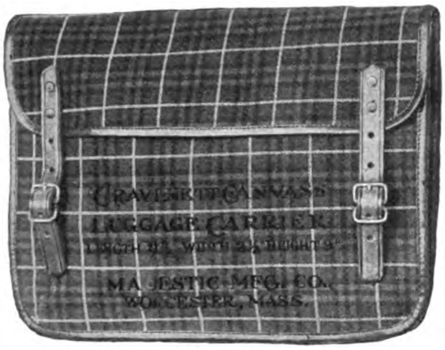
New Minneapolis Twin

THE new two-speed, twin-cylinder Minneapolis motorcycle has made its appearance, and is shown herewith. This machine is fitted with the Michaelson two-speed and free engine transmission, and the specifications, except for the engine, are identical with the single-cylinder machine described in a recent issue of MOTORCYCLE ILLUSTRATED. The new machine has been thoroughly tested out and more than meets with the manufacturer's expectations. Cylinders are 2¾-inch bore by 3¼-inch stroke, and the motor is rated at five horsepower. An unofficial mile record of 0.58 has been made with the road gear, and there is nothing that can stall the machine on the low. The speed can be throttled from twenty-five miles on the low gear down to 0. Various gear ratios can be furnished. The regular equipment includes a Bosch magneto and spring fork. The list price is $325.00.



THREE NEW MAJESTIC SPECIALTIES

THE Majestic Manufacturing Company of Worcester, Mass., number no less than four ardent motorcyclists on their board of directors, and are therefore familiar with the needs of motorcyclists. This company has added to its line a number of specialties of considerable interest and value to the trade and sport, especially those who go in for long rides.



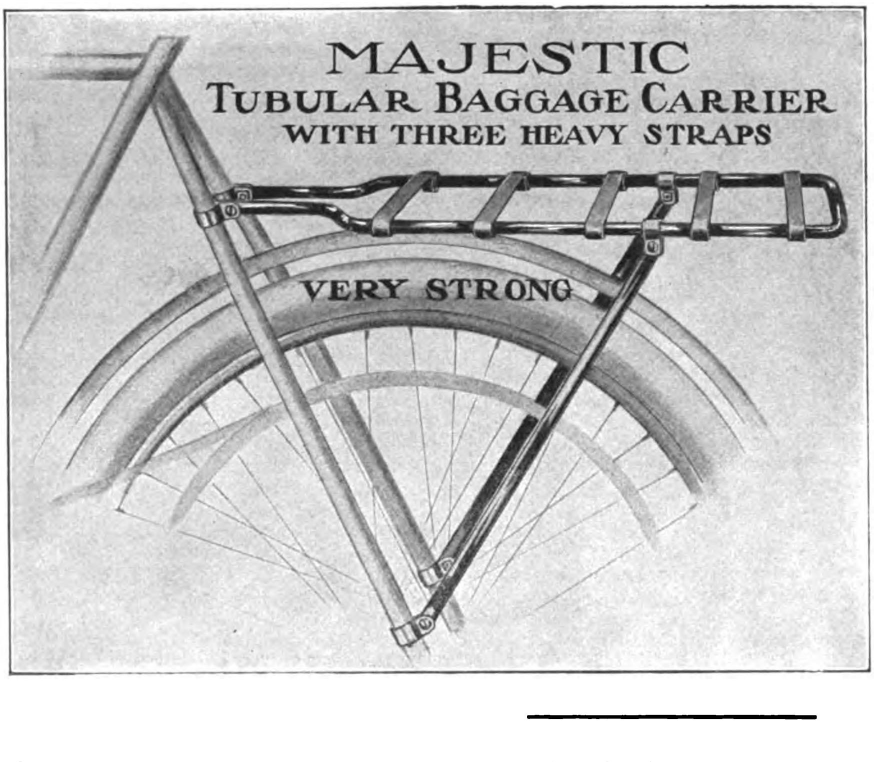
CRAVENETTE LUGGAGE KIT.

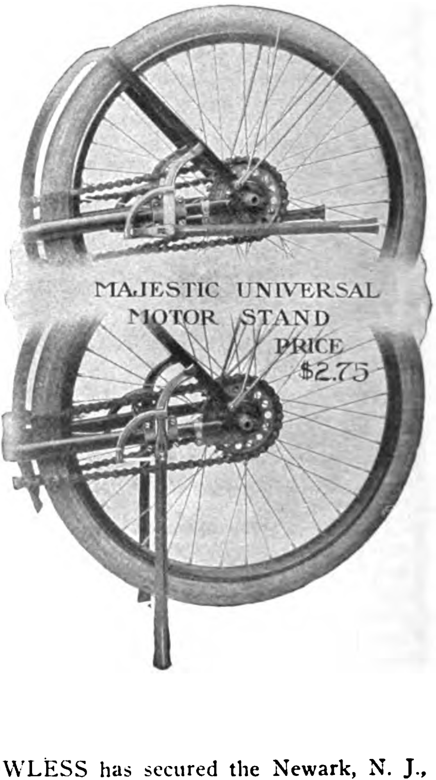
The first of these is a stand for motorcycles which possesses new features throughout. An important detail is that there is no extension spring to jump off the studs. Another is that when supporting the machine and rider there is no strain on the axis screw, the entire weight being carried by the stand frame proper. The main feature, however, is found in the manner in which the stand supports the frame and maintains its alignment. Many stands fastening to the lower stays cause trouble by their slipping and allowing the machine to settle down sideways. The Majestic stand prevents this through running a gracefully curved arm to each upper stay, which is straddled, as shown in the cut. No bolts or screws being needed at this point, varying degrees of angles in different frames are automatically provided for.

As a result of his experiences in touring around Europe on a motorcycle one of the members of the Majestic Company has designed a luggage carrier possessing a number of good points. As shown in the cut, this carrier is made of waterproof cravenette, lined with canvas. Flaps tuck inwardly under the apron to prevent loss of small articles. On the lower back is a strap to fasten to the head of the machine. Full length of the carrier across the back and near the top is a wide strip of leather sewn securely, and underneath is a steel strip of a length equal to the width of the carrier. Through this leather and concealed steel strip pass heavy straps for attaching to the handlebars. Vertical leather reinforcements are sewn on the back connecting with the cross strip to evenly distribute the strain. The edges are all leatherbound to give durability. The tourist can easily take pajamas, a change of linen, toilet articles and maps in this carrier, removing same from his machine and carrying as a satchel to his room at night. This cravenette carrier will be supplied by the retail trade at $2.50 each.

Another new product is the tubular baggage carrier, of which a cut is shown herewith. This meets the wants of a variety of motorcyclists whose luggage exceeds what might be called handlebar capacity. This carrier is made of Shelby steel tubing and has five steel plates evenly spaced thereon. The supports are also tubular.

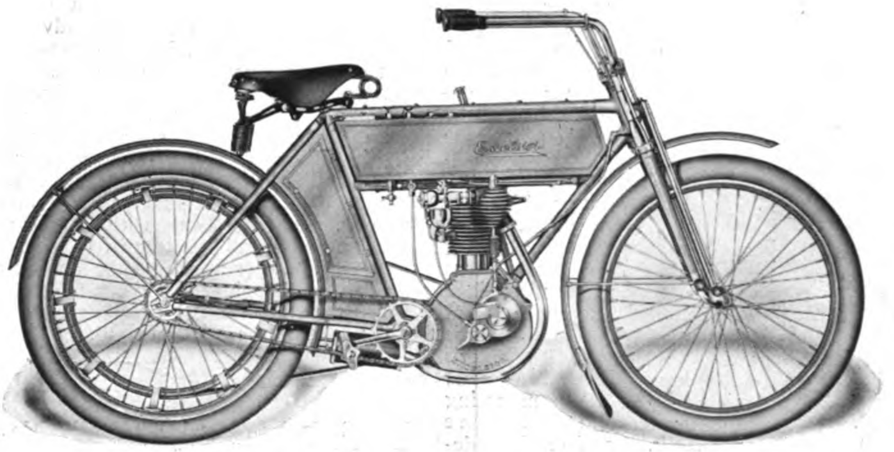
Three stout straps are supplied with each tubular carrier. The steel frame clips and trimmings are nickelplated and the tubes enameled. This baggage carrier retails at $5.00. The value of the pair of stands, the cravenette carrier and the tubular carrier, is $10.25, but as the makers believe all three articles will be wanted by motorcyclists who pride themselves on the quality of their equipment, they will make shipment of the complete set neatly cased upon receipt of remittance, for $8.00.





THE Heitger Carbureter Company, of 208 West South Street, Indianapolis, Ind., are marketing a very light, neat and compact carbureter for motorcycle use. Four manufacturers have taken it up this year and are using it on all of their products, where it has given universal satisfaction. This carbureter has been brought out after a great deal of experimenting, and was marketed only after being thoroughly tried out and tested. Its workmanship and appearance are excellent, and its efficiency is absolutely guaranteed.

ARTHUR J. THOWLESS has secured the Newark, N. J., agency for the N. S. U., and has opened a garage and salesrooom at 257 Fourth street. He can give immediate delivery on any model, and will be pleased to demonstrate or quote prices and give full particulars on application. Mr. Thowless is a clearheaded, up-to-date business man, and his customers are assured of prompt and careful attention. He invites all local riders to drop in and get acquainted with the N. S. U.



After the official returns let's consider the work of the

Excelsior Autocycle

In the NEW YORK—CHICAGO RELIABILITY RUN

The three Excelsiors entered had previously participated and finished in the previous two day run at New York and, without repair or replacement, started from New York on July 6th and finished with

TWO PERFECT SCORES

The only penalty inflicted was one of 10 points for one machine being late at Buffalo

The Excelsior Autocycle WON the GASOLINE ECONOMY TEST and the DIAMOND MEDAL for APPEARANCE and CONDITION at the finish of the run and made perfect scores in the HILL CLIMB. Thus they won both special events and missed a perfect score throughout by a penalty representing one tenth of one per cent. and finished in perfect order and ready for a repetition of the run.

From the standpoint of GENERAL EXCELLENCE, ECONOMY and DURABILITY *The Excelsior Autocycles* were the real winners and again gave positive proof of the

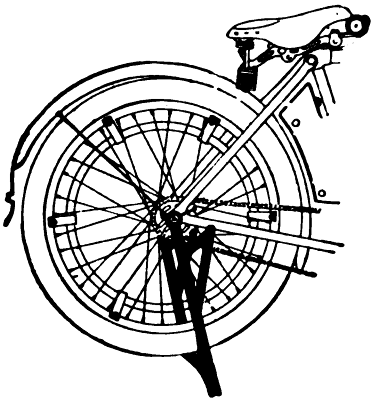
QUALITY THAT COUNTS

Write for our New Catalog, M. C. 22

Excelsior Supply Co. 233 Randolph Street
CHICAGO, ILL.

ESTABLISHED 1876

Adams' Light-weight Stand



ONE of the neatest and cleverest of the several motorcycle stands now on the market is that manufactured by the Henry T. Adams Company, 6846 South Park avenue, Chicago, Ill. This little device is instantaneous in action, it being possible to raise the stand with the foot, and when raised it locks itself automatically. It can be let down in the same manner, giving the rider both hands free to handle his machine. It is not necessary, either, to walk from one side of the machine to the other to lower it. When folded, the stand is out of the way, and there is no danger of the rider's legs coming in contact with it when mounting or dismounting. The latch, or fastening device, prevents any rattle, and it is impossible for it to work loose and tear out the spokes. The weight is only three pounds, and yet the stand is perfectly rigid under the heaviest machine and rider.

M. & W. Tires Are Winners

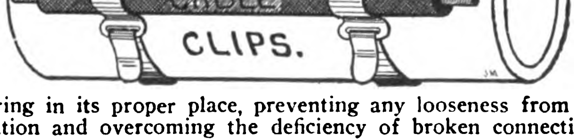
THERE has been a big increase in Morgan & Wright equipment since the results of the F. A. M. Endurance Contest and the New York-Chicago tour were announced. In this last event nine of the twenty machines which started were fitted with M. & W. tires, and of the eleven riders who finished with perfect scores six were so equipped. Two riders covered the entire route without a single puncture, both on Morgan & Wright tires, one set of which had already gone through the 390-mile F. A. M. contest.

Praise for New Departure

JOS. DE SALVO, the well-known motorcyclist, located at 235 W. Jackson Boulevard, Chicago, Ill., has sent to the New Departure Mfg. Co. a splendid testimonial on their motorcycle coaster brake. De Salvo used this brake two and one-half years, during which time he rode about 50,000 miles. All this time the brake was never once repaired, and when taken off was O.K. Another fine test of this brake was furnished on the New York-Chicago run, which at times was gruelling. The only team that made perfect scores—the Indian—were all equipped with the New Departure coaster brake. The New Departure coaster brake catalogue makes interesting reading. Write for it to the New Departure Mfg. Co., North Main street, Bristol, Conn.

Another Simplex Specialty

THE illustration herewith shows the Simplex cable clip, one of the many useful specialties manufactured by the Prospect Motor Company. These clips are made of soft aluminum, and are readily fastened around any part of a motorcycle frame. They are particularly useful for keeping ignition wiring in its proper place, preventing any looseness from vibration and overcoming the deficiency of broken connections from this cause. The price is 35 cents per dozen, and each one may be used a number of times, dispensing with the use of ordinary tape which always looks out of place on a high grade machine.

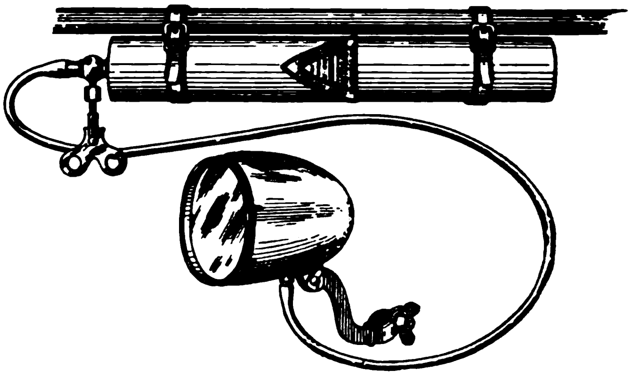


Peerless V Belt

ON the road, whether for pleasure or business, a great deal of trouble is caused by slipping belts. To eliminate these annoyances the Peerless V Belt has been brought out, and many claims of superiority are advanced for it. It has gone through the mill, and been subjected to the most severe and out of the ordinary tests which could be devised. The belt is constructed of a V-shaped block chain, encased from below by a continuous strip of rawhide, and from above by a sectional strip of leather. Each section is fastened to a link by a bolt passing through. A belt constructed in this way cannot stretch and can therefore be run slack. It has an excellent friction surface, cannot lag, can be run on small pulleys and on short centers. It does away with excessive journal friction and transmits the full efficiency of the motor to the rear wheel without jerk. It is claimed to outlast any two other belts, is made ¾ and ⅞ inches wide and sells at 75 cents a foot. This belt is manufactured by the Peerless V Belt Company, 1541 Lexington avenue, Chicago, Ill.

Autogas For Motorcycles

THE Avery Portable Lighting Co., main office at Milwaukee, Wis., has brought out an Autogas, acetylene storage tank for motorcycle use that has a 15-hour capacity and sells for $7.50. These small tanks can be refilled from a large Autogas tank by the use of a special coupling which is furnished. Motorcyclists have waited long for some such step as this among the gas tank manufacturers, as a reliable source of light supply gives confidence to a rider on the stormiest of nights and over unknown roads. For night riding a powerful searchlight is absolutely necessary, and running with oil lamps is almost criminal. It is the acetylene storage tank that has made automobile night touring possible and it can render the same service to motorcycling. Write to the Avery Portable Lighting Co., at their main office or at 1229 Michigan avenue, Chicago, or 51 W. 63d street, New York City, for complete information.



AT this time of the year it is the usual thing to shade prices to move stock. This is done by the best of merchants and many fine bargains are obtained during the summer season. Among those who are making a very attractive offer to motorcyclists is the George V. Lyons Motor Co., Broadway and 76th street, New York City. They are offering a limited number of Minerva singles. For instance, a 2¾ h., magneto, spring forks, listed at $265, is offered at $225, a clear reduction of $40, and there are others. And there is nothing the matter with these machines; they are merely a bit shop worn. Call on or write to the Lyons people if you are in the market for a new machine.

THERE is a little booklet gotten out by the Breeze Carbureter Company, 266 Halsey street, Newark, N. J., entitled "Carbureters and Engine Troubles," and every rider should have one. No matter if you do know a whole lot about carbureters, you can still be taught some more, and the Breeze booklet can give you a fund of useful information. It is free for the asking.

THERE are two live agents out in Elyria, Ohio, who are now open for the 1909 products of some of the best manufacturers. They are Dickason Brothers and J. Fletcher & Co.

The Lesson

OF THE

Contests

G&J Tires
Always Win

Our Motorcycle Booklet Tells About Them. Send For It

G&J Tire Co.
INDIANAPOLIS
INDIANA

New York—10 W. Sixtieth St.
Chicago—1434 Michigan Ave.
Detroit—256 Jefferson Ave.
San Francisco—414-416 Van Ness Ave.

Boston—110 Federal St.
St. Louis, Mo.—415 N. Fourth St.
Buffalo—912 Main St.
Denver, Colo.—1541 Cleveland Pl.

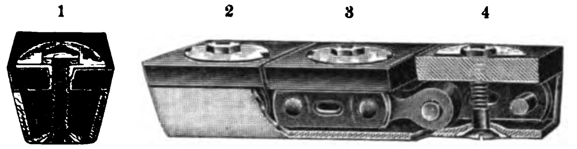
Philadelphia—713 N. Broad St.
Minneapolis, Minn.—21 S. Second St.
Los Angeles—1010 S. Main St.
Portland, Ore.—80-82 Seventh St.

THE "Peerless-V-Belt"

(PATENTED)

THE BELT FOR MOTORCYCLES

THE PEERLESS-V-BELT is a V shaped Block chain encased from below by a continuous strip of raw-hide, and from above by a sectional strip of leather. Each section is fastened to a link by a bolt passing through

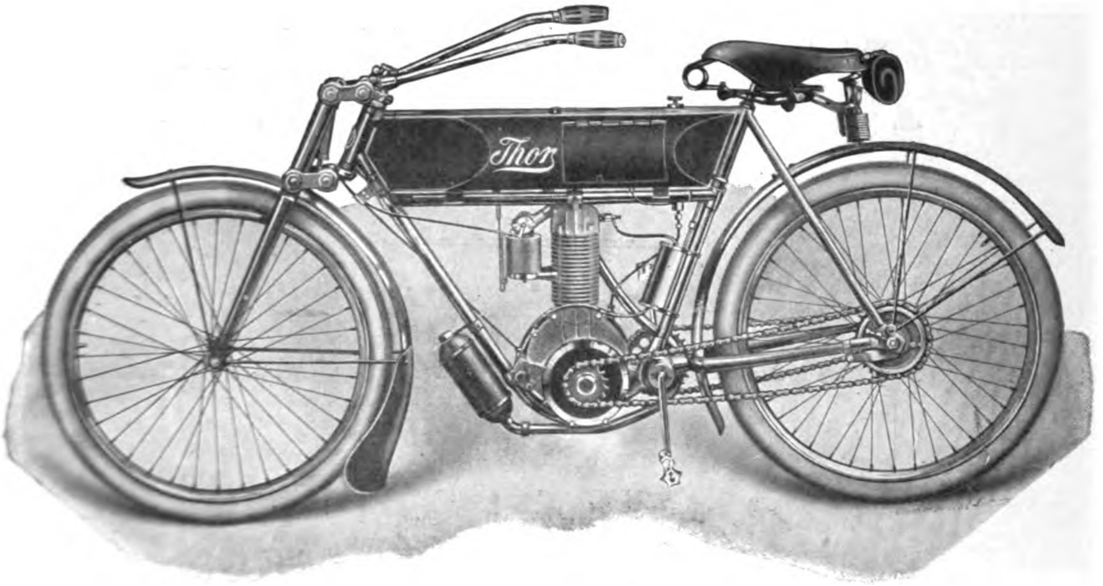


1. End Cross Section of Belt. 2. Side View of Belt
3. Side of Chain Link. 4. Side Cross Section of Belt

We Claim this Belt to be "PEERLESS"

Because it cannot stretch. Its flexibility adapts it to smaller pulleys. IT CAN BE RUN SLACK, thereby avoiding excessive journal friction, and it increases the efficiency of your motor. It is noiseless. Neither water nor oil will destroy it. It will, at least, outlast two other belts, and yet sells at the low price of 75c. a foot. It is made in Sizes of ¾ and ⅞ Inches Wide.

THE PEERLESS V BELT COMPANY :: 1541 LEXINGTON STREET
CHICAGO, ILL.



THOR MAKES CLEAN SWEEP

San Bernardino, Cal., July 25th **Winning All 15 Events**

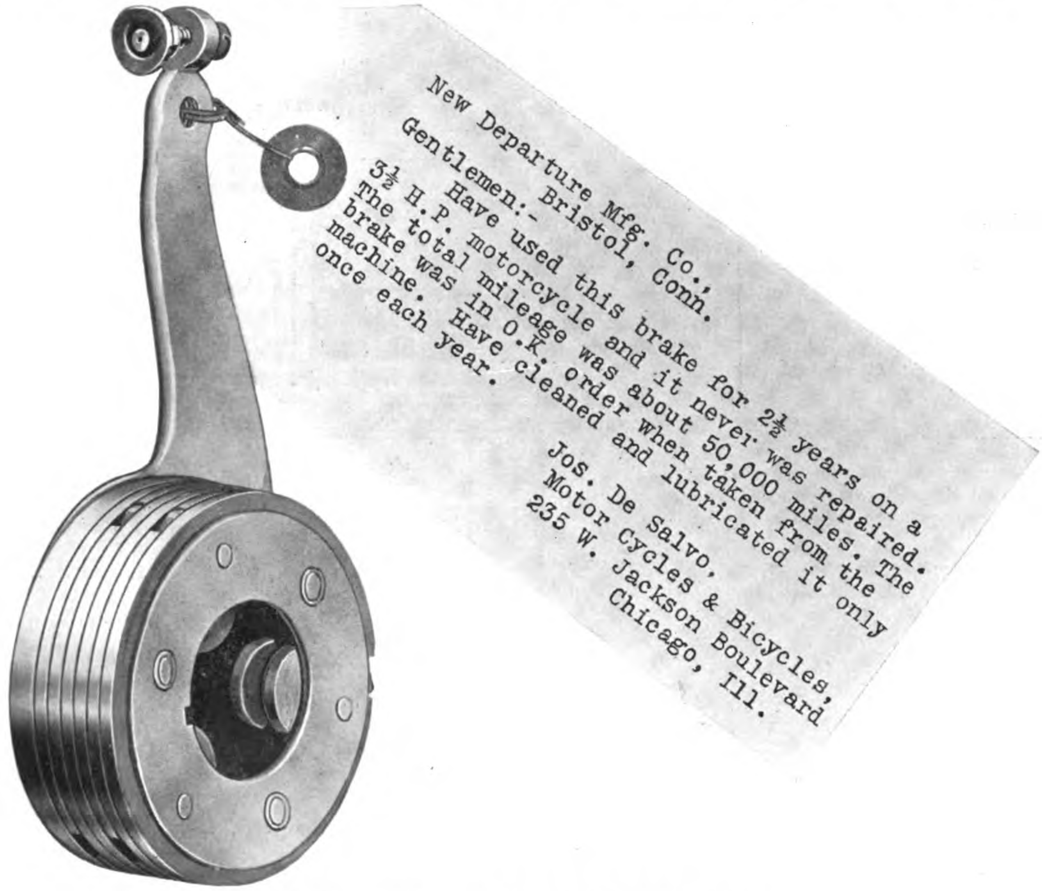
Lowering track record for 5 miles and winning Southern California Championship Cup; thus again demonstrating the superiority of the THOR Motorcycle for SPEED, POWER and RELIABILITY. Demonstrations given. Catalog mailed on request. Inspect the motorcycles that "never disappoint"

AURORA AUTOMATIC MACHINERY CO., Aurora, Ill. :: CHICAGO SALESROOM:
1470 Michigan Avenue

New Departure Coaster Brakes

STANDARD FOR MOTORCYCLES

ALL CLAIMS PROVED BY PRACTICAL TESTS



New Departure Mfg. Co.,
Bristol, Conn.
Gentlemen:-
Have used this brake for 2½ years on a
3½ H.P. motorcycle and it never was repaired.
The total mileage was about 50,000 miles. The
brake was in O.K. order when taken from the
machine. Have cleaned and lubricated it only
once each year.

Jos. De Salvo,
Motor Cycles & Bicycles,
235 W. Jackson Boulevard
Chicago, Ill.

READ THE STORY ON THE TAG

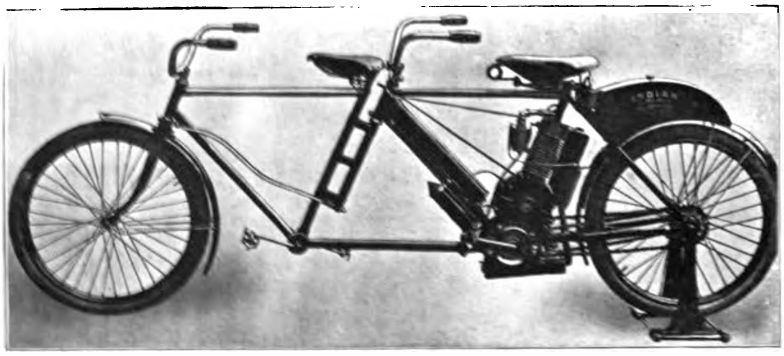
It proves the STRENGTH and ENDURING qualities of New Departure Coaster Brakes for motorcycles. ¶ The three machines constituting the "Indian" Team making a perfect score in the big New York-Chicago Endurance Run were all equipped with New Departure Coaster Brakes. This proves the EFFICIENCY and RELIABILITY of New Departures

Write for Catalogue and description to

NEW DEPARTURE MANUFACTURING COMPANY
NORTH MAIN STREET, BRISTOL, CONN.

THE practicability of the motorcycle for every-day use by a business man as a means of travel betweeen his home and office is constantly demonstrated by Geo. W. Sherman, manager of the Light Mfg. and Fdy. Co. He resides in Reading, Pa., and every morning he can be seen starting off for the factory at Pottstown on his Light machine. In the afternoon he returns the same way. Time tables and train connections have no worry for him, except when road and weather conditions are so absolutely bad as to prevent his riding.

THE official report of General F. D. Grant, who was in charge of the maneuvers held last month at Pine Camp. N. Y., has been awaited with a great deal of interest. Motorcycles were there given their first army work in this country, and the report states that their use by the orderlies in carrying dispatches about the camp was entirely successful. The enlisted men were easily trained to handle them, and although the machines were in constant use in a sort of cross country manner as far as Watertown, they behaved beautifully.



MUELLER
Tandem Attachment
Made also with drop frame
Price $65.00
Write for particulars to
L. J. MUELLER
6417 Woodland Av., Cleveland, Ohio

C. O. T. Gum Gum. Ask your dealer how nicely it repairs digouts in your auto shoe. For sale by jobbers. CHAS. O. TINGLEY & CO., Rahway, N. J.

MOTORCYCLE SUPPLIES
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Better see about the Agency before your competitor gets it

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MILWAUKEE, WIS.

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Dear Sir:

I feel that I *ought to* join the FEDERATION OF AMERICAN MOTORCYCLISTS. Please send me particulars.

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FOR SALE.—1908 Indian Twin, as good as new; was bought last month, run 150 miles, Rough Rider grips, Bailey tread tires, Gabriel exhaust horn, two new inner tubes, stant, tools and other spare parts goes with it. Machine is guaranteed. Cost $270, will sell for $200. Box 631, Barnesville, Ohio.

FOR SALE.—6 H.-P. 1908 N. S. U. WHITE ROAD RACER; ONLY BEEN RIDDEN A SHORT TIME. OWNER BUYING TRI-CAR REASON FOR SELLING. C. CARLTON KELLEY, 102 WEST 93D ST., N. Y. C.

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FOR SALE.—One 1908 Indian Twin Motorcycle, Bailey tread tires, tandem attachment and seat; used fifty miles; a bargain; owner sick; $185. W. A. McCartney, Texarkana, Tex.

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FOR SALE.—M. M. Motorcycle, in excellent condition; new tire on front; ridden less than six months. Price, $100. Write at once to Hipkens, Box 232, Syracuse, N. Y.

WANTED.—Motorcycle man, in business in the South, wishes to open a store in the West and would like to hear from some person who is interested and who could put in the necessary capital to start a first class motorcycle and bicycle establishment. Have had Indian agency for three years. First class F. A. M. repair shop. Address "Motorcycle," care of Motorcycle Pub. Co.

Clement Motor 1¼ H.P.

Weight 20 lbs. Speed 30 Miles per Hour

Convert Your Bicycle Into A Motorcycle for $50

Genuine French Clement Motors, complete with nickel plated combination gasoline and oil tank, with pump, coil, carburetor, rear belt puller, idler, belt, levers, etc., ready to attach to any bicycle.

PRICE $50.00

This equipment can be attached by any novice in a very few hours.

These Motors are guaranteed for one year against any defect in workmanship or material and will give perfect satisfaction.

Motors Complete with Carburetor and Fittings, $30.00

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1900 B'way, cor 63d St., New York City

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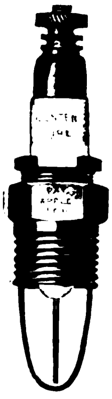

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THE GREAT
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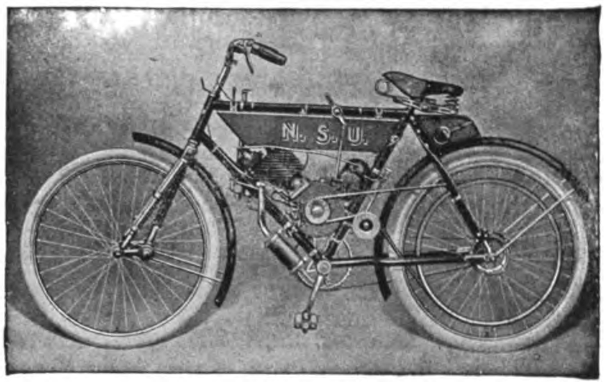
The World's Best Motorcycle

FORE-CARS and SIDE-CARS



N. S. U. 1¼ H.P. MOTORCYCLE
(Light weight) 75 lbs. only, with Magneto Ignition

Advantages: Light weight. Easy starting and handling. Efficient and reliable. Simple Control.

There are over 14,000 riders of N. S. U. motorcycles. Every rider will testify that this machine runs with absolutely no trouble, and at less expense than any other motorcycle. The N. S. U. won three Gold Medals in the F. A. M. Endurance Contest—during the entire run not one of the N. S. U. riders found it necessary to make an adjustment or turn a screw. There is a reason for this, and the reason is that the N. S. U. is constructed of better material, by the best mechanics, in the largest factory of its kind in the world. Why ride an ordinary motorcycle? Ride the World's Best — the N. S. U.

Magneto Ignition on all models
Two-speed Gear with free engine if desired. Shamrock-Gloria Belts
N. S. U. Patent Belt Fasteners
Peter Union Tires

N. S. U. MOTOR COMPANY
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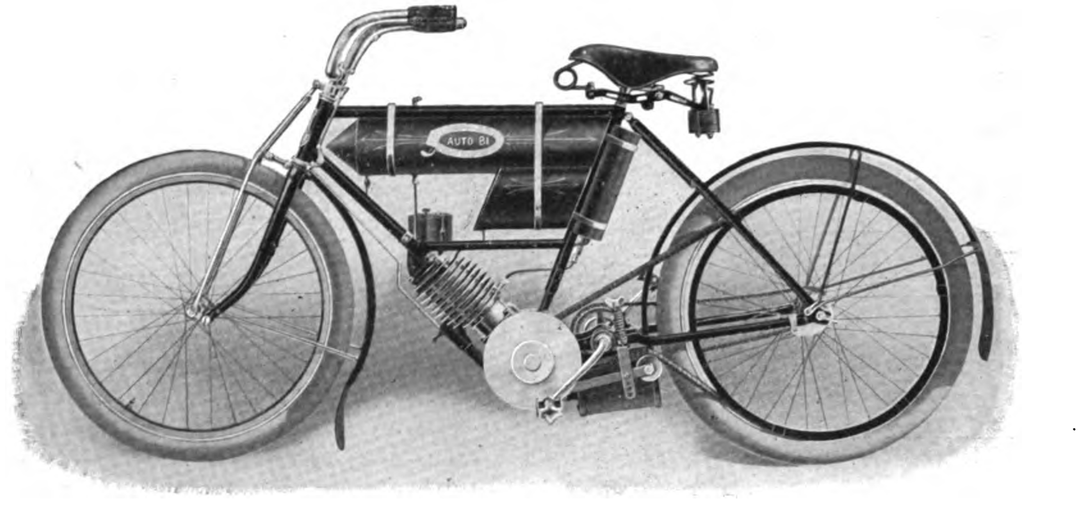

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The *highest* grade Motorcycle built. It is so simply constructed anyone can handle it with ease. Three horse power, controlled with one hand, standard batteries, single piece crank shaft, Auto-Bi chain belt drive, truss cushion forks, 2½-inch G & J Tires and hollow steel rims—in fact every thing that constitutes the ideal mount for any kind of use. Not to know the AUTO-BI is evidence that you are not up to date on Motorcycles

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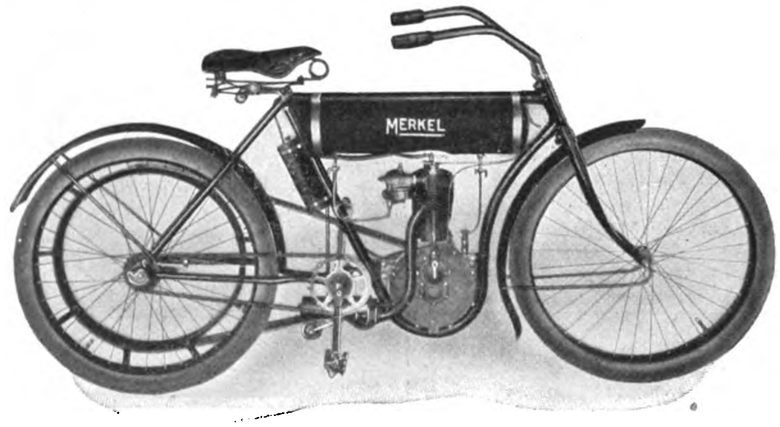
RESULTS COUNT



Three Single Cylinder Merkels entered in the F. A. M. Endurance Run

TWO PERFECT SCORES and

GOLD MEDAL for the Highest Honors for Single Cylinder Machines ridden by a Private owner **NEVER LATE**—Ascended all hills without assistance. Also WON many events and highest honors previously at Providence, Cleveland, Washington, etc., etc. SPRING FRAMES and BALL BEARING Motors helped do it. **Power, Speed, Comfort, Reliability,** all the time in a **MERKEL** Spring Frame Motorcycle with Ball Bearing Engine

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LIGHT MOTORCYCLES
Arrived in Chicago on Time

The motorcycle that received the MOST SEVERE TEST in the New York to Chicago Reliability Contest, was the "LIGHT." A six hour's delay, caused by accidents, compelled the riders to drive their machines through RAIN and MUD. They succeeded in catching, at Buffalo, N. Y., the main body of tourists who had been favored with continual clear weather and dry roads.

The terrific speed maintained in the chase over these rough and muddy roads proves that the "LIGHT" MOTORCYCLE is a machine of QUALITY. **To be RIGHT—Ride a "LIGHT."**

Booklet Sent on Request

LIGHT MFG. & FDY. CO., MOTORCYCLE DEPT.
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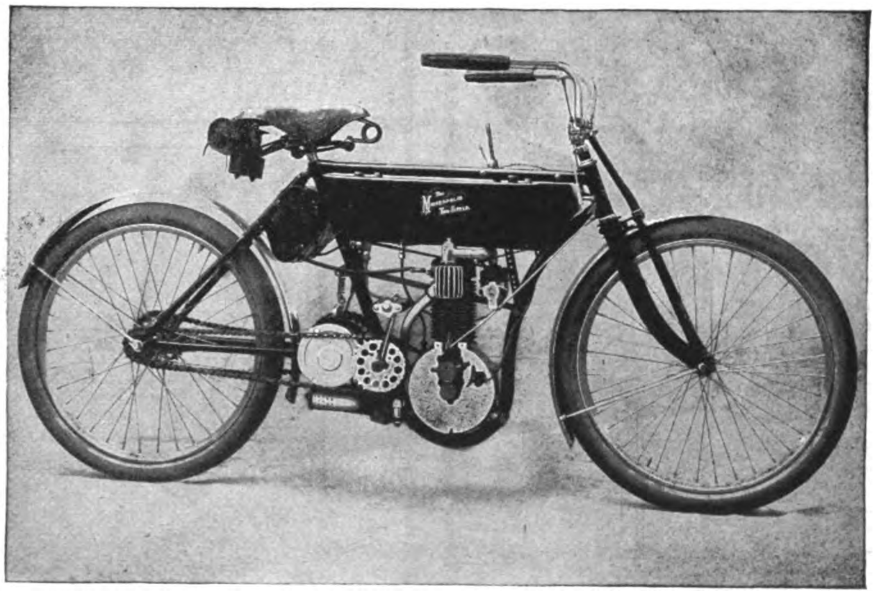
A TWO-SPEED MOTORCYCLE The Minneapolis

It Climbs hills on rough roads that no other motor-cycle can climb



Ability to ride slowly on rough places with abundant power is the thing desired

Model A, Single Cylinder, $235

We offer the *First Successful* two-speed motorcycle—a high-gear for speed where safety will permit, with a low gear for hill-climbing and rough roads, and a free engine of greatest value, especially to tricars. Write at once for catalogue and complete information.

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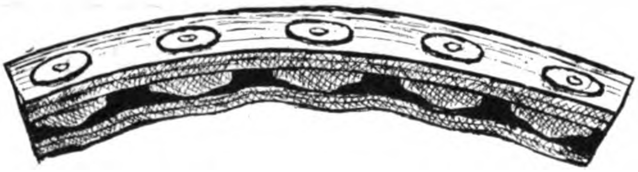

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CHANNEL BELT

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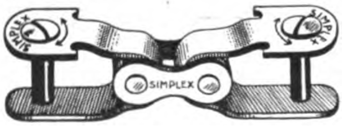
Price one inch wide, 95c per foot
¾ Inch and ⅞ Inch Also Carried in Stock



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Wide, Roller Bearing, Practically Indestructible

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Cut Shows Half Actual Size. Handsome Appearance
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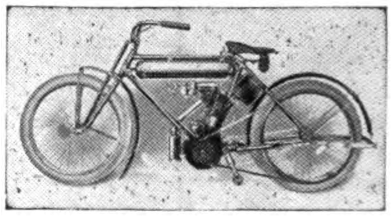
M. M.
MOTORCYCLES



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Twin Cylinder . . .	**250**	**6 H.P.**

Very Low Riding Position. Easiest of Spring Forks Stand Attached to Frame. The Acme of Luxury Immediate Delivery on Special

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Veeder

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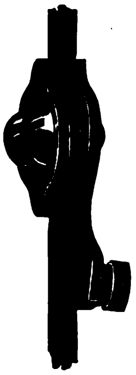
FOR MOTORCYCLES

"Its nice to know how far you go"

It also tells just what you ought to know regarding tires, batteries, gasoline consumption, etc.

ACCURATE, RELIABLE DURABLE

Send for Cyclometer Catalogue



Motorcycle Striker 25 Cents Extra

Price, each $2.00

The Veeder Mfg. Co.,
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Manufacturers of Cyclometers, Odometers, Tachometers, Tachodometer Counters and Fine Castings

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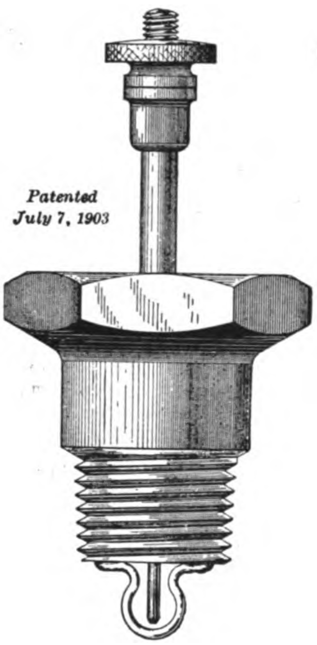
ANDERSON GLASS PLUG



Patented July 7, 1903

It is a demonstrated fact that the Anderson Spark Plug increases very materially the speed of the machine using it, for the reason that it SPARKS EVERY TIME, ALL THE TIME, and ALWAYS ON TIME.

W. E. HUTTON

Distributor

352 Fulton Street BROOKLYN, N. Y.

Which Should You Own?

The M. M. with all its pleasurable features and graceful lines:

- 26-inch wheels,
- Flexible spring fork,
- Double grip control,
- Seamless brass tube tank with large fillers,
- Force pump lubricator.

Or ARE you satisfied with the old ideas?

- 28-inch wheels,
- Solid forks,
- Reach control,
- Tin tank, dented and speckled in 3 weeks,
- Sight feed (out of sight).

(*To be continued*)

The M. M. Produces Cobwebs on the Repair Tools

OUR LITERATURE EXPLAINS ALL

AMERICAN MOTOR COMPANY
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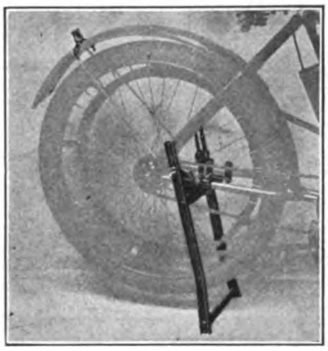
What You Have Been Looking For

Weight Only 3 lbs. 9 ozs.



Price Complete $3.50

O. M. C. Motorcycle Stand

Patents Pending

FEATURES: Rear wheel can be removed without interfering with Stand. Easily attached Handsome in appearance. Light and compact. Locks automatically up or down. Made of best steel throughout. Released by the foot. Operates from one side. Having no separate legs cannot get into the spokes.

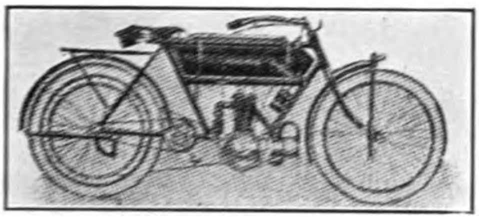
Clamps of new design, having two point contact on frame, which eliminates all danger of tubing crystallizing. Quickest operated. Beautifully nickeled and enameled in Black and Indian Blue.

Specify Make of Machine When Ordering

Manufactured by

OBERWEGNER MOTOR CO., Toledo, Ohio

MINERVA



The Minerva Double Cylinders have sold like hot cakes this season. The Minerva Singles are also mighty fine propositions, and although we have disposed of a good number, we find we have a few on hand that are becoming a bit shop worn, so, as an inducement, here are a few bargains:

	List Price	Special
2¾ H.P. Magneto and Spring Forks - - -	$265	$225
2¾ " Accumulators and Spring Forks	225	200
3½ " Magneto and Spring Forks - - -	295	250
3½ " Magneto - - - - - - - - - - - - -	280	240

Also the Following Racing Models

3½ H.P. Track Racer - - - - - - - - - - - -	$225
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GEO. V. LYONS MOTOR CO.
BROADWAY and 87th STREET, NEW YORK CITY

DO NOT FORGET

That 90 per cent of our attention is given to having in stock ready to deliver

EVERY SPARE PART
of Curtiss, Indian, Thor and R-S
MOTORCYCLES

Also: Every accessory manufactured for the use of the Motorcyclist. Also: that we give Particular and Prompt Attention to MAIL ORDERS

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DISTRIBUTORS OF

"CURTISS"
MOTORCYCLES

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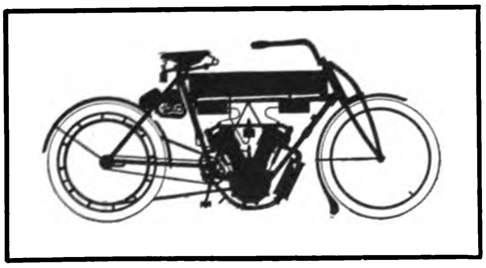
20 SECOND-HAND MACHINES
ALL MAKES, FOR SALE

(F. A. M. Official Repair Shop of the First Class)

How Much Would You Give for a Bicycle With Plain Bronze Bearings?



Roller bearings are as essential in a motor as ball bearings in a bicycle. "CURTISS MOTORS" are roller bearing throughout.

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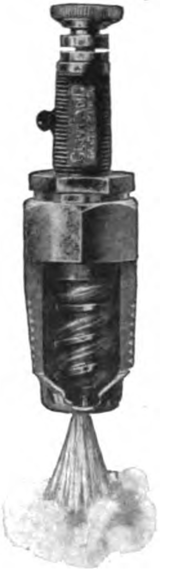
THE

CLEVELAND SPARK PLUG

The Plug with the Spiral Core



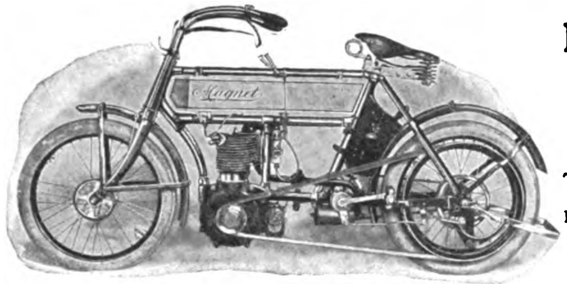
Any *new* spark plug will give some satisfaction while all the parts are clean and free from carbon. *Cleveland Spark Plugs* always remain new, because the carbon is prevented from reaching the insulation.

Cleveland Spark Plugs consume the carbon before it reaches the insulation surface, and the sparking points are swept clean by the rapid action of the gases during each explosion, absolutely preventing the possibility of a short circuit.

Write for our printed matter and investigate our claims. We guarantee satisfaction.

Price, $2.00

THE CLEVELAND SPARK PLUG CO.
IGNITION SPECIALISTS
1070 POWER AVENUE, CLEVELAND, O.



Magnet Lightweight, 2¼ H.P.
Magnet Touring Single, 3½ H.P.
Magnet Touring Twin, 5½ H.P.

Touring Models Have WITHOUT EXTRA CHARGE

Magneto make-and-break ignition. Variable Pulley for 1⅛" V-belt. Selfstarting Stand. Extra heavy 2½" Tires. Two powerful band brakes. Carbureter with visible gasoline level. Long wheel base and very low saddle, 30" high.

Write for full particulars

MAGNET MOTOR COMPANY,
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DEALERS :—Write for our proposition

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BRADLEY
Motorcycles
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A Single-Cylinder STOCK Machine made this Record at Point Breeze Races, Philadelphia, Pa., May 23, 1908

5 Mile Novice Race: L. Steinhauser, First Place
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The Machine You Will Eventually Ride

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You Need the Valuable Little Book Entitled

Construction, Management and Care of Motorcycles

Packed with Practical Information and Helpful Hints

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If your dealer does not stock Whitene we will send a can on receipt of price

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any other American manufacturer

Armac Introduced

and equipped their Motorcycles with the

28° V Belting

We are still using the same Belt

WHY?

Because it is the only perfect transmission for a Motorcycle. *"The Belt that requires no Idler."* Transmission, combined with the many other talking and selling features, makes the Armac Agency most desirable, for a demonstration of Armac's Power, Quiet, Comfortable Riding Qualities is all that is required to get Repeat Orders.

Our New Catalog awaits your request.

ARMAC MOTOR CO., CHICAGO, ILL.

MESINGER "CAVALRY" MOTOR SADDLE

Free action in front suspension spring. Enables the rider to proceed at high speed over all obstructions.

AMERICA'S ORIGINAL MOTORCYCLE SADDLE
OWES ITS POPULARITY TO ITS THOROUGH QUALITY
"ASK THE RIDER"

GOOD FOR LONG DISTANCE

The top is raised in front and back sufficient to prevent the rider from slipping forward or backward—is curled hair padded and has the form of a horseback saddle.

Length 12 inches, Width 10½ inches. Price $7.00.

H. & F. MESINGER MFG. CO.
1801-1807 FIRST AVENUE, NEW YORK

N. S. U.

THE WORLD'S BEST MOTORCYCLE

Two Speed Gear and Free Engine If Desired

Peter-Union Tires

Demonstrations Given by Appointment

Tires-Lamps Cyclometers Speedometers Horns Pumps-Tools And All Accessories

Immediate Deliveries On All Models

4 H. P.—6 H. P. Double Cylinder Model
Simms-Bosch Magneto

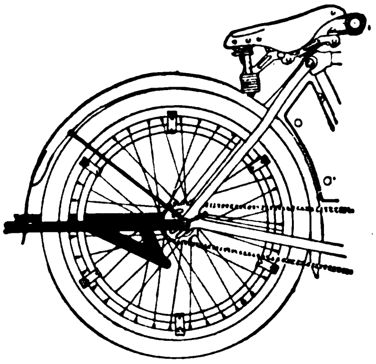
ARTHUR J. THOWLESS

287 FOURTH STREET NEWARK N. J.

WRITE FOR PARTICULARS AND PRICES OF ANYTHING YOU WANT

THE QUICK ACTION Motorcycle Stand

Fits any Motorcycle



(Patent Applied For)

Price, $3.00

The three Excelsior motorcycles, New York to Chicago Tour, were equipped with QUICK ACTION STANDS. The riders realized the tremendous advantage of *quick action.*

AT ALL DEALERS

Henry T. Adams Co.
6846 S. Park Av., Chicago, Ill.

N. S. U, Motorcycles ARE TRUMPS

—THAT'S WHY HE LAUGHS—and well he may, for, the man who rides the 1908 N. S. U. will be happy and contented.

HE'LL GET THERE
and HE'LL GET BACK
and what's more at the time set.

There are a few fundamental points of highest merit embodied in the N. S. U. which should be considered by every purchaser, these are:

The Standing and Experience of the Manufacturer;
The Care used in Construction;
The material employed;
The Appearance;
The Power;
Price.

IF you live in JERSEY write to me for information or list. Questions thankfully received.

AL. BARTSCH, Agent for North New Jersey
Anderson Street (Cor. Linden Street) Hackensack, N. J.

Price $15.00 and $20.00 The Bullard Speedometers

The Motorcyclist's Favorite

Small, Light, Compact
Easily Read

THOROUGHLY RELIABLE

Attached to handle bar—directly before rider.

Operated by flexible shaft and gear.

Weight 10 ounces, 2¼ inch dial. Send for Pamphlet

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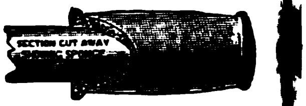
C. C. HOPKINS, Agent, 759 Gough St., San Francisco, Cal.

To the Buyer of a 1908 Motorcycle

To make Riding Comfortable

YOU MUST USE



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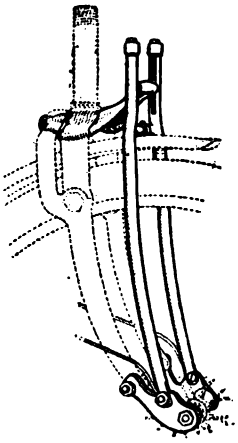
If not regularly furnished on your new mount, specify them when ordering and get them without extra charge

INSIST ON HAVING THEM

No other Grip can take their place to avoid "THAT NUMB FEELING" in hands and wrists

All up-to date manufacturers are using them. Leading jobbers everywhere carry full line

MATTSON RUBBER COMPANY :: LODI, N. J.



SAGER Cushion Fork

Easily attached to any Motorcycle

Absolutely essential for comfort

Absorbs all shocks, jolts and vibration

J. Harry Sager, ROCHESTER, N. Y.
265 South Avenue

"Whipple's List" Live Wires

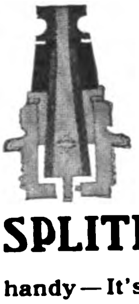
Manufacturers of Motorcycle Accessories may profit by use of Whipple's List of

"LIVE WIRES"

comprising the correct names and addresses of more than 2,100 persons, all Owners or Prospective Purchasers of Motorcycles and Accessories. Many Dealers included in the List

Motorcyclists, send for our Price List of motorcycles, new and Second Hand—also of Sundries and Accessories

WHIPPLE THE MOTORCYCLE-MAN
260 West Jackson Boulevard - - -Chicago, Ill.



A Bit of Timely Advice

No matter what other plug you may be using, always have an extra

SPLITDORF Motorcycle Plug

handy—It's like having a bank note in your inside pocket after you have spent all your change—you can bank on it

C. F. SPLITDORF Walton Ave. & 138th St. Branch, 1679 Broadway **New York**

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MOTORCYCLE ILLUSTRATED

Vol. III August 15, 1908 No. 10
MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

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THE INDIAN

NEW YORK-CHICAGO ENDURANCE CONTEST

HOLDEN 1,000 POINTS. NO OTHER COMPETITOR
KELLOGG 1,000 POINTS. EQUALLED THIS SCORE
BARROWS 1,000 POINTS. SEND FOR CATALOGUE 4

HENDEE MANUFACTURING CO., SPRINGFIELD MASS.

Again the R-S Proves Its Worth

Built and Tested in the Mountains

Every R-S entered in the F. A. M. Endurance Contest easily negotiated the rough and mountainous roads in the Catskills and all but one reached New York on time. Of the three R-S machines which finished in the run

A PERFECT SCORE—1000 POINTS

was made by one, while the other two made 982 and 975 points respectively. Not a single machine developed any weakness or defects of any kind attributable to the machine or its construction. Throughout the run R-S machines performed splendidly and consistently, as might be expected of "AMERICA'S BEST."

The highest quality material and perfect workmanship make the R-S what it is—

THE STANDARD MOTORCYCLE OF THE WORLD

Every machine entered in this run was strictly a stock machine, not special. Your money buys the same machine

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Makers Renowned Reading-Standard Bicycles

TEN CENTS
MOTORCYCLE
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MY FIRST MOUNT

I WISH to state at the very beginning that the following is absolutely a true story and actually did happen, for I was there and "felt it." I was always of an inventive turn of mind, something of a mechanic, electrician or jack-at-all-trades, and when I saw during the year 1900 the first catalogue explaining the "how and wherefore" of a motorcycle, I instantly became very much excited and felt absolutely sure that I could make one. I proceeded forthwith to lay aside as much motorcycle knowledge as my already much cramped cranium would safely hold, likewise a few dollars each week from my small salary as general utility boy to Mr. ——, one of the smartest lawyers in my city, with the end in view of buying a set of "castings and blueprints with the necessary instructions," to make a motorcycle of my own at "small expense."

Let's skip over the months of study and toil, with a very slowly (entirely too slowly) growing stock of dimes, halves and dollars safely hidden under the house on top of one of the pillars, which I proceeded to count about twice a day, and get to the point where I actually did save $17.00 and sent it off, together with my order, for one "complete set of castings, blueprints and directions" to make a 1¼-horsepower motor. (I never once thought it might possibly take a couple of bicycle wheels, a frame, tank, batteries, coil, muffler, carbureter, spark plug, belt, etc., etc., in order to make a motorcycle.) I lived on pins and needles, remembering each day that I had failed to specify this and that in order to facilitate or expedite shipment correctly, until one fine noontime in April, on entering my home for lunch, I found the much-looked-for express package. I also found that I owed mother $2.35 express charges from Chicago.

It is needless to say that I swooped down on that package like a hungry newsboy onto a sandwich, and in the course of a very few moments had the blueprints, miscellaneous parts of castings, etc., etc., scattered all over the floor. It is hardly necessary to state that I did not go back to work that afternoon, having mother (God bless her!) to tell a little fib over the 'phone for me, to the effect that I was feeling indisposed and she would let me stay at home that afternoon. Proceeding to my little workshop in the yard, I proceeded to "pore" over the blueprints for a full three hours, with the satisfaction of being worse off than when I started.

The outcome of the blueprints and castings was that I paid a friend machinist another hard-earned (mostly borrowed from mother) $10 to have the parts machined to fit, and at the end of April or early in May I had the satisfaction of possessing a motor. But where was my motorcycle? In a sort of dazed way I gradually woke up to the fact that I was as bad off as at first and was still with nothing to "ride me," so I proceeded to look up catalogues bearing on wheels, tires, frames, coils, batteries and the other necessary "parts" to complete a motorcycle (learning their names from many finger-marked catalogues which were coming in from all parts of the United States at the rate of about two each mail), and figured up that the outfit would cost, to my horror, at the lowest estimate, $61, without expressage. I was so downcast over this discovery that for a day or so I ate nothing, and my mother, noticing that something was wrong, asked me how my motorcycle was progressing, to which I broke down and cried—yes, cried, telling her that it would cost me about $75 more to get the "parts" to make one (I had a vivid recollection of what "parts" meant), and that I supposed I would have to wait until I could command more salary, as it would take me several years to save that much money. My dear mother looked at me with a kindly smile and said: "Never mind, Ernest, we'll see if we can't make arrangements to get that much money (I knew what that meant), so you can get the other 'parts.' Do you think you could assemble them if you had them?" To which question I replied that I was absolutely certain that I could, for I had learned so much since I had started on my machine that I could tell her exactly how many bolts and nuts I would have to use in order to make it safe, etc., etc. I thanked my mother very kindly and proceeded to go to bed and lay awake all night, dreaming of what a fine ride I would have over that mountain road, which I always dreaded on a bicycle, because of the steep grade, just as soon as I got my other "parts." I eventually dropped off to sleep near daybreak, with visions in my dreams of coat tails flopping behind me and—well, it was rather mixed then and hard to describe intelligently now. But to get back to the subject. The next morning my mother told me she would lend me $75 provided I would agree to stay in at nights (a funny question to me at that time), and would pay her back so much per week out of my portion of my salary, to which I very joyfully consented. (I would have consented to anything just then to get those "parts.") After much promising I was told to go ahead and order what I absolutely needed, getting same as cheaply as possible and having it sent C. O. D. to our home address. Picture the letters I framed up and sent off during the next hour or so, can you? Tires, wheels built up, a frame, carbureter, coil, plug, battery box, muffler, etc., etc., were all ordered with many requests interjected to "please ship by next express." In the course of ten days or so of anxious waiting (it seemed like a year to me then) packages began to arrive, C. O. D., from $1 up, and inside of ten days from receipt of the first package all were in and I was in the seventh heaven of delight assorting and getting them ready for assembling.

Understand me, when I say that I did not know a spark plug from a carbureter, or a coil from a muffler (and some of the parts were not marked either), so you can imagine my appearance early in the mornings, at noon and very late at nights getting those "parts" assembled. Mostly alone, but sometimes with mother for company (all others absolutely excluded), at which times she would scold me for working so hard. I never heard a word she said until she would say: "Do you hear me?" then I would answer: "Yes'm," and go ahead.

To make a long story short, I worked on that pile of fittings from about the last of May (I lost track of time) until sometime in early July—at night, morning, noon, all day Sunday, and holidays, which I took, before I got everything together, having to put up and take down many, many times before I eventually figured this and that out and got it in its right place. I would like to state here, in order to make this clear, that I was the first boy in our city who owned or had even seen a motorcycle, consequently there was no one to ask for advice, not even an automobile man, as there was nothing but a little steamer here then, and it attracted a larger crowd than a circus when it stopped anywhere.

I will never as long as I live forget my feelings the first time I jacked up the rear wheel out in the yard and "fixed" everything so that, according to my judgment, it would "start." I was sitting right over a tank of gasoline, about which I had read so much of explosions, had a BIG 1¼-horsepower motor between my legs (which were bowed like an old Indian's, for fear they would get blown off, and shaking so badly I could not pedal the machine for the life of me) and was actually going to "turn it on" as soon as I could muster up enough strength to turn the machine over against compression. I eventually got it over a time or two, but "no go," and as it persistently refused to start, I got bolder, in view of the fact that it did not explode, and after much adjusting and changing of this and that I finally got a few weak little explosions, which were the sweetest music to my ears that mortal ever heard. I actually sat right down and half laughed, half cried for joy, with mother and several friends looking on from behind various points of vantage, at a safe distance.

In the course of a few moments, I succeeded in getting the carbureter properly adjusted and the wiring properly connected from coil to batteries and to the plug, and the engine turned over faster and faster as I advanced the spark lever. I was simply "wild" to take a long ride, and notwithstanding the pleadings of my mother to stay around close so she could have one of the servants to watch me (and bring in the remains), I proceeded to start for that mountain road to see how it felt to go up without pedalling, about which I had dreamed so often. Everything went fairly well, and with but slight assistance from the pedals in some places I succeeded in climbing a road which I have since found to be 15 per cent. grade (pretty stiff), and stopped on top, about three miles from home, feeling like a king, tingling all over with "just something," and laughed long and loud all to myself. Then I looked her over, talked to her, and laughed some more.

So far everything had worked far beyond my fondest expectations, and I was treading way up in the air above the tree tops. After a short rest and another inspection, I proceeded to mount and start off down the mountain with the engine coasting, and the machine going faster each moment. There was a pretty sharp curve in the road, and, remembering it, I proceeded to back pedal to slow up a little. Then, horrors! the pedal chain was off the sprocket and the coaster brake was absolutely no good. The machine was going faster and faster each second, and me nearing that curve. There was nothing to do (that I could think of then) but hold on and trust to Providence to negotiate the turn and have a clear road to the bottom. This I proceeded to do to the best of my ability, but when I struck that curve I was off the saddle and my heels were flapping around in close proximity to the spokes in the rear wheel, and my stomach was trying to "sit" on the saddle in an effort to "get off" and still hold on to the precious motorcycle. Just as I thought I was going to negotiate it all right a young yearling, which was grazing on the roadside a few rods down, decided she would cross over onto the other side in that leisurely fashion so common in cows, disregarding all my shouts of "Huay! huay! Sick 'em! etc., and the last thing I remember was my front wheel hitting her about amidship and me turning loose and wondering if I would hit on something soft or not. I came to in a few moments on one side of the road, about fifteen feet from my motor, which was on the other side with a broken pedal and bent handlebar. The yearling, over on the other side of the road, gazed at me and voiced her disapproval with a long-drawn b-a-a-h.

Since that trip I have ridden thousands and thousands of miles on all makes of motorcycles and over all kinds of roads, having various and sundry mishaps, but when I go over the mountain road with friends I never fail to point out about where I "hit."

BIRMINGHAM.

IN connection with the present anti-noise crusade being carried on in New York City by Police Commissioner Bingham, motorcyclists and automobilists who ride with open mufflers have received their fair share of attention. The muffler cut-out is classed with jangling bells on rag-pickers' carts, the little German bands, and the shouting of the thousand and one different vendors in the streets. It is a nuisance and an offense against the public ear, and New York's policemen will hereafter be on the lookout for offenders. Horns and sirens are also in disfavor—that is, their unnecessary use is.

WAR has been declared on speeders by the supervisors of Nassau County, L. I., who authorized the purchase of two motorcycles with speedometers attached, to cost not more than $450, on August 3rd.

A SIMPLE little trick that is practised abroad by nearly every rider, and one that has never been in vogue here, is to carry cleaning rags in the lamp. In this way two birds are killed with one stone: the rags keep the reflectors and glass clean by preventing dust from entering the lamp, and are readily available at any time for wiping the dirt and dust from the machine.

CEDAR FALLS, Ia., has taken action against the speeding of a few riders of motorcycles in that city. Several young men have ridden their machines through the streets recklessly, and now that the attention of the law has been focused upon the subject it has been discovered that motorcycles as well as automobiles must register and take out a license number.

THROUGH THE END-TO-END TRIALS ON AN INDIAN

By T. K. HASTINGS

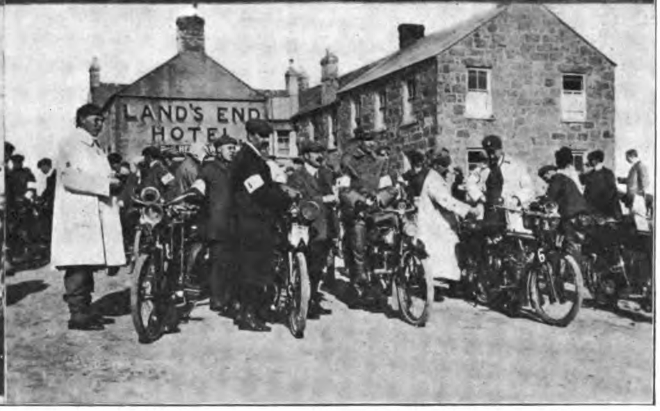
WHEN the steamship St. Paul cast off her lines in New York on July 4th, I started on my second trip across the Atlantic for the purpose of riding in that most classic of motorcycle events, the Six Days Reliability Trials of the Auto Cycle Club of Great Britain.

The course arranged for the trial this year was from Land's End, in Cornwall, to John O'Groat's House, the most northerly point in Scotland, thus traversing the extreme length of the greatest of the British Isles, a distance of 893 miles. I did not anticipate any particular difficulty in my undertaking, for, with my experience upon American roads, and my knowledge of English road conditions, gained in my 1,000-mile ride in the 1907 Trials, I had no apprehensions as to my mount carrying me through the present contest quite comfortably; but there was one condition which I had not reckoned upon, and that was the climate. Not that the weather conditions made any material difference in the result, as far as I was concerned, but the heavy rains experienced during five days out of the six made this year's competition the severest test to which motorcycles have ever been submitted in England, and it certainly was the worst trip I ever undertook anywhere, but the details will come later on.

ONE OF THE STIFF CLIMBS—SHAP FELL

OVER THE GRAMPIAN HILLS

ALL ALONG THE ROUTE THE VILLAGERS TURNED OUT TO GREET US



LEAVING LAND'S END—THE FIRST STARTERS

The voyage over was pleasant but uneventful, and on landing at Plymouth I made haste to Penzance, of "Pirates" fame, the rendezvous before the start, where the welcome I received from the motorists already assembled, many of whom I had met under similar conditions last year, quickly dispelled any feeling that I might have had of being in a strange land.

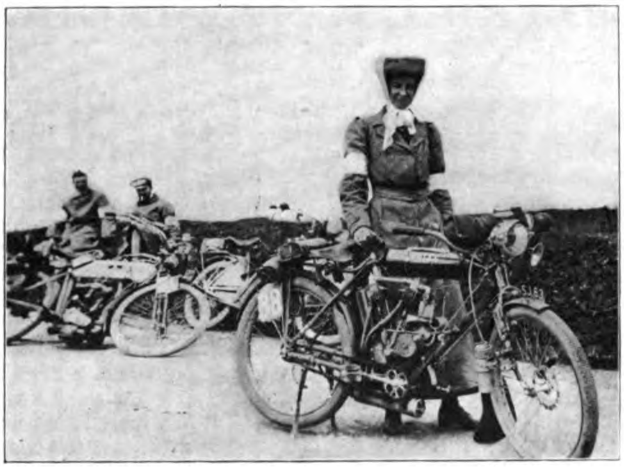
Early the next morning I began my preparations for the contest, and willing hands assisted me to unpack my twin-cylinder Indian and do the small amount of assembling necessary to put it into running order. I soon let my fellow competitors hear the quiet way in which my well balanced machine ran, and after a little trial of about a quarter of a mile, so well satisfied was I with its performance, and so confident of its quality, a confidence resulting from long experience under all kinds of conditions, that, without further delay I turned my machine over to the judges to seal and keep under their supervision until the hour of the start. I may say here that my mount was a regular 5-h.-p., twin-cylinder, stock machine, fitted with the well known Bosch magneto and Bailey Tread tires. In no way did it differ from the regular model, and it received no special preparation for the run in any way.

FIRST DAY.

MONDAY, JULY 13—LAND'S END TO TAUNTON, 152½ MILES.

We were all astir early Monday morning, anxious to ride to Land's End, 10 miles distant, where the official start was to take place. The weather was fine, but soon threatening clouds began to collect, and it became evident that the rain was not far off.

Promptly at 8 o'clock the first lot of six competitors was dispatched on the long journey, and the others followed at intervals. My number was 38, and it was 8.05 before I got the signal to go, and with a bound my Indian responded to the spark and I was off, with everything running



MISS HIND, ENGLAND'S MOST STRENUOUS MOTORCYCLISTE

smoothly. All the morning it rained, but the showers apparently were keeping ahead of the body of riders, for I found only muddy, greasy roads; but these gave me no inconvenience, for my Bailey Tread tires held with bull-dog tenacity. Just beyond Bodmin was a long, stiff hill, the surface of which was so greasy that many competitors could not climb it, but I experienced not the last trouble in getting up, and I may say here that under every condition throughout this trip, whether up hills or on the level, my little American machine was the equal of any foreign machine among the fifty-eight started, and results proved it the superior of many.

On our arrival at Launcestown, where lunch was served, so great an assembly had turned out to see the competitors that it was necessary to have the police clear the road. The afternoon run was without incident, and I arrived at Taunton in good season.

SECOND DAY.

Tuesday, July 14—Taunton to Warrington, 199¾ Miles.

The morning was fine, not a cloud to be seen, but these conditions did not continue, for again heavy showers had prevailed ahead of us, and the roads were greasy. Nine miles from Bristol was Red Hill, the first of the hills upon which observations were to be taken upon the performances of the contestants, for there were no timed hill-climbs included in this year's trials. Red Hill is reached after a long climb up a mountain side, and is severe chiefly on account of its length, for it is over a mile long, with grades of from 1 in 10 to 1 in 15. This, however, was nothing to my Indian, and it flew up like a bird, winning the record by the A. C. U., "T. K. Hastings, 5-h.-p. Indian, Good." Just after leaving Bristol I had my first mishap, when a bright, new horseshoe nail pierced my tire, making two holes in the tube; but my delay was slight, for in eight minutes I had in an Empire Butt-ender, and was away after the other riders.

After lunch there were more hills, and the road surface was what the riders over here call rough, but I had no difficulty, although some of the riders could not mount the grades. It now began to rain very hard, and the force of the storm was so great that it was necessary to remove our goggles in order to see the road. It was during this storm, which continued until the night control was reached, that the water which had soaked me through, stopped my watch, and I had no means of determining the correct time to go to the control. As a result I checked in eight minutes too early—an Indian habit—and consequently lost eight points from an otherwise perfect score.

THIRD DAY.

Wednesday, July 15—Warrington to Moffat, 158¾ Miles.

A clear sky overhead again for our start, but the riding to Preston was the roughest we had encountered. To an American, however, it was quite a good surface. At this place there was a tricky bit of route, for before reaching the town there was a fork in the road, with a signpost marked "4 miles to Preston," pointing straight ahead; but I, fortunately, noticed one of the A. C. U. arrows pointing to the fork, which was the official way to the checking station, while those who missed the arrow had great difficulty in finding the check.

Arriving at Kendal for lunch all hands began to discuss the difficult climb that confronted us in the afternoon run, the notorious Shap Fell, which appears to be the dread of all English motorcyclists, and a quiet smile went around in anticipation of my discomfiture, but again the Indian fooled them. Out of Kendal we had a steady ascent of the mountain side of 13 miles, when I came upon the vanguard waiting at the foot of the last steep rise for their engines to cool. I looked at the road which narrowed to a thread to the sky, where it disappeared over the summit of the mountain, but it was the length rather than the grade that impressed me. Still it did not strike me as very formidable. With the crowd watching to see what the Yankee machine would do, I soon started again, keeping an eye on the "Jones," which shortly registered thirty-seven miles an hour, and gaining all the time. Several competitors were passed, and when I got a clear road I opened her up, and when the Indian disappeared over the summit she was doing a good forty-five to the hour. The comment of the official observer on this hill was, "Conspicuously good," a verdict pronounced on less than a dozen out of the entire company.

The weather remained clear nearly all day, but when a few miles from Moffat, the night control, the rain again came down heavily and we arrived cold, hungry and wet through, but with perfect score on the Indian.

FOURTH DAY.

Thursday, July 16—Moffat to Pitlochry, 137¼ Miles.

When we awoke the rain was falling fast, as it had been all night, making the outlook anything but pleasant, especially as we were to begin with ten or twelve miles of up-hill work, with a rise of 650 feet. The going was bad—grease, slush and mud, and a route through a colliery district that covered us with plasters of black coal dust. We lunched at Stirling, and afterward it was rain, rain, and

CARRYING THE STARS AND STRIPES TO JOHN O'GROAT'S.

then more rain, all the afternoon, while the mud in some places was several inches deep. Notwithstanding these miserable conditions I arrived at the night control at Pitlochry on time, and with a perfect score once more.

FIFTH DAY.

Friday, July 17—Pitlochry to Tain, 134 Miles.

We started Friday morning with a sky as clear as a bell, little dreaming of what we were destined to encounter in crossing the Grampions, and, indeed, the entire remaining part of our journey. The weather continued fair until we reached Struan, where the mountain climb commences. The rise was very gradual until the summit was reached, at Daluaspidal, at an elevation of 1,500 feet. The country in this mountain region is barren and desolate in the extreme, and while the roads are not as good as in England, they would be considered by no means bad by an American. It was now raining very hard, and it was extremely cold. At times the rain was so heavy and cold I thought it was hail, and the water rushing down from the mountains covered the road to such an extent that one could imagine he was motor boating instead of cycling.

This was the severest portion of the trials, and, in fact, this day was considered to be the most severe test ever experienced in Great Britain. After twenty miles of such riding as required the greatest pluck and determination, we arrived at Inverness, the lunch control, after a morning's run of about 88 miles. The weather conditions were so adverse that the officials concluded to waive the minimum time limit for the afternoon in order to give the men an opportunity to clean their machines on arrival and make themselves more comfortable, and permit the remaining forty-six miles to be ridden at will. It was still raining hard when the starting signal was given after lunch, and although I knew nothing of the roads ahead, I let the Indian go, and made the night control at Tain in one hour and forty minutes, pretty fair going considering the weather and road conditions.

SIXTH DAY.

Saturday, July 18—Tain to John O'Groat's, 111½ Miles.

This, the last day of the trials, opened with a heavy north wind, which made riding most disagreeable and tiresome, especially as from the start the route led steadily up hill. The rise up the Ord was gradual in some places and stiff in others, to a height of 750 feet above the sea, but my Indian climbed steadily without a stop for cooling until we were held up at the summit by the officials. After a short stop here we were sent on at one-minute intervals to the famous Berriedale hill, four miles further on, which distance had to be covered without a dismount that the hill might be taken under ordinary touring conditions. This hill was the third of the "observation" hills, and is severe both as to grade and conditions. At the start there is a grade up to and across a narrow stone bridge, immediately after crossing which there is a right angle turn to the right, with a ditch on each side, into one of which some of the competitors slipped on making the sharp turn. Then follows a stiff grade for half a mile, with a sharp hairpin turn to the left, which is banked the wrong way, the whole making an unusually trying ascent for both man and machine. My Indian again proved itself equal to the task, and with my Bailey treads holding firmly I went up without having to put the machine to the last notch. The official observers on this occasion made the note, "Very creditable performance, Hastings, 5-h.-p. Indian."

After Berriedale the way led down hill to Wick, where the dinner check was found, and after lunch the competitors were sent on to Keiss, six miles from John O'Groat's, where a stop was made to await the arrival of the officials in their automobiles, which we were obliged to follow to the finish in the order of our numbers to the finishing point, where ended the severest test ever imposed upon the motorcycle, and the most notable run ever instituted by the Auto Cycle Union.

In this event, with my Indian, I qualified with 992 points out of a thousand, thus winning the gold medal and certificate awarded for consistent and reliable performance. All competitors making not less than 900 points were entitled to this award, and my loss of eight points was the result of too good running, not of any mishap or accident, unless the stopping of my watch is considered as such.

The total number of starters in this event was fifty-eight, of whom thirty-seven gained the gold medal for perfect performance. Five others gained silver medals and six bronze medals for finishing the run, although without a clean score.

Too high praise cannot be given for the thoroughly excellent way in which this great event was managed, nor for the fairness of the officials on every occasion; and, personally I can testify in a most appreciative way of the hearty hospitality and good fellowship which I experienced on every hand, and which has left me with the pleasantest remembrances of the occasion, notwithstanding the discomforts occasioned by the unusual and unfortunate weather conditions.

PROVIDENCE BOYS HAVE JOLLY TIME

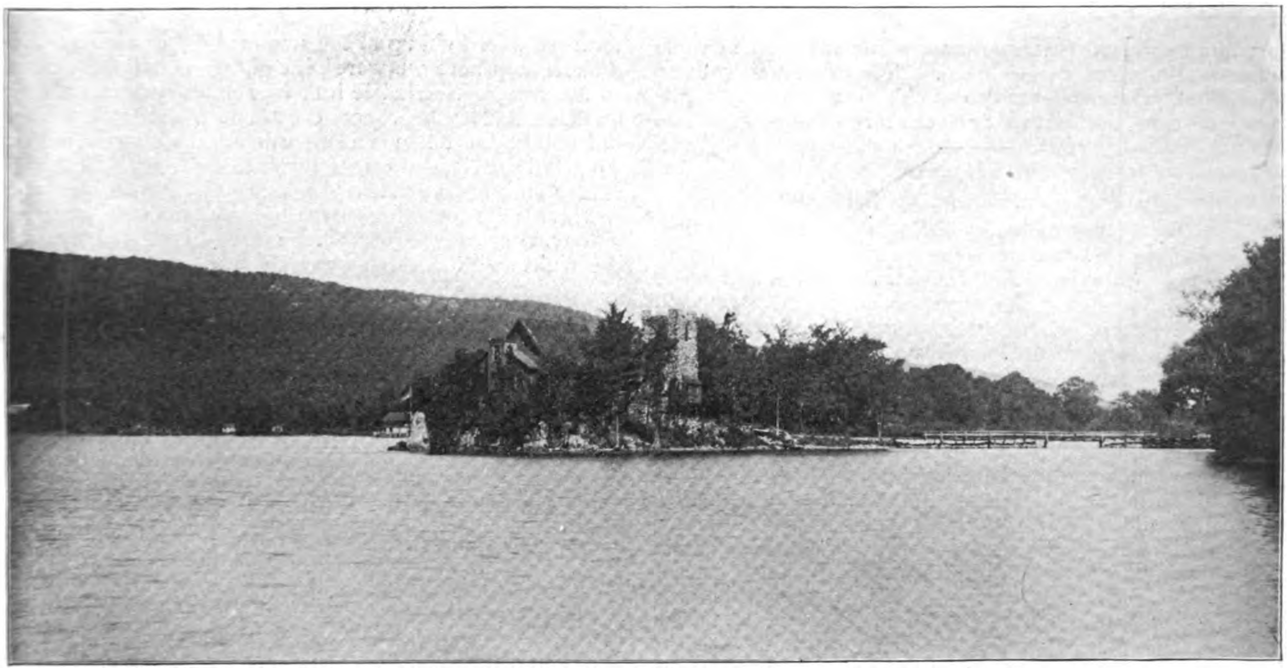
A RUN to Lake Pearl was made on Sunday, July 26th, by the Providence Motorcycle Club, which proved to be one of the best attended and the most pleasant outings the riders have had. The boys were out for a good time and had it.

Lake Pearl is provided with an eight or ten-lap dirt track or cinder path, and on this the members tried to outdo each other in riding slow. Rules were: Motors must be running, and no pedalling allowed. The first race was two laps, and was run in eight heats owing to the large entry. It was won by E. F. Sears, time 6.30; second, F. Labonte, time 2.25; third, Charles H. Western, time 2.15. Other starters were Fred Ennis, D. V. Riley, J. G. Edwards, William Sears, H. Robinson, G. A. Gove, J. A. Pratt, E. L. Buffington, J. B. McLoughlin, Jesse Shaw, Klaus Olsson, V. W. Page, Arthur Dyer, Charles Holander and Aug. Hanson.

Second race, distance one lap, won by E. L. Buffington, time, 4 min. 15 sec.; second Fred Ennis, time 3.18; third, J. B. McLaughlin, time 2.57.

After the races dinner was served in the dining hall, and after dinner cigars (B. A. Swenson's own brand) were enjoyed. The boys then lined up for a potato race, four heats and a final being run. The first heat was won by J. B. McLoughlin; second heat won by William Low; third heat won by Charles H. Westcote; fourth heat won by J. B. Edwards. Final heat won by J. B. McLoughlin, William Sears second. After the potato race the party entered the dance hall and songs and piano playing by D. V. Riley and Mr. and Mrs. W. W. Scott, under the direction of "Stage Manager" V. N. Page, was enjoyed. The party included two Indian tricars, Mr. and Mrs. William W. Scott in one and Mr. and Mrs. B. A. Swenson and son in another. About 100 riders attended this outing.

SANTA MONICA, Cal., recently enacted a speed ordinance which its merchants have found has acted as a boomerang. Two or three arrests were made recently, and now riders are giving the town a wide berth.

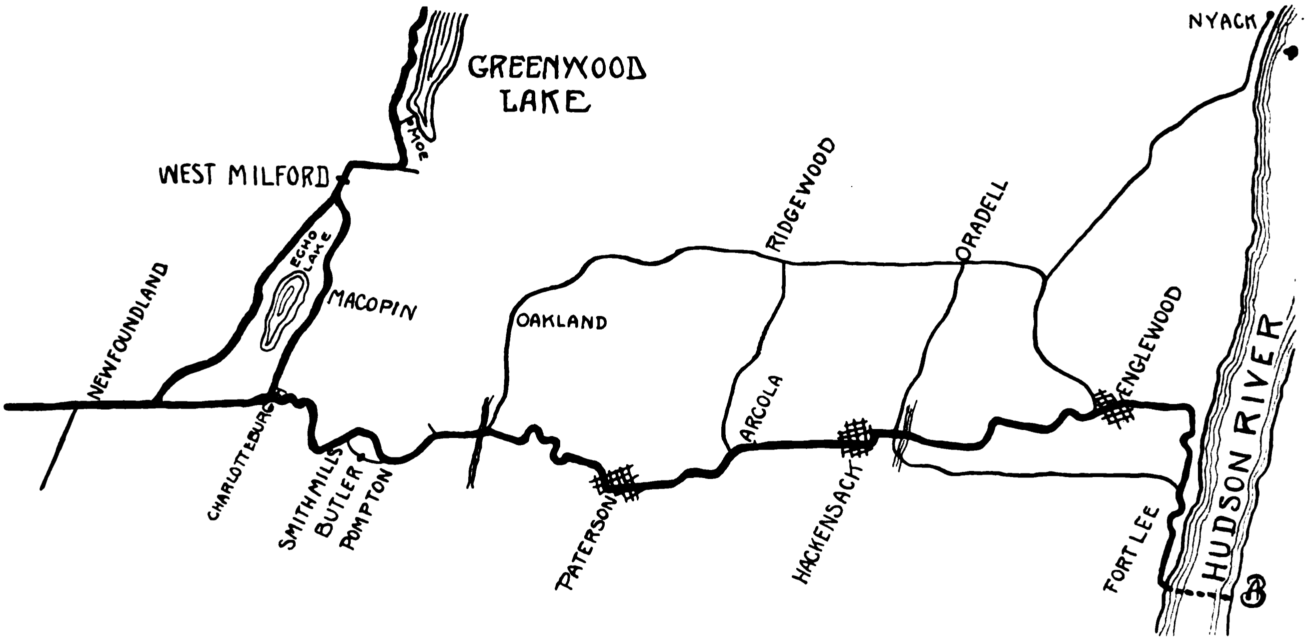


CHAPEL ISLAND, GREENWOOD LAKE.

A PLEASANT JAUNT TO GREENWOOD LAKE

ONE of the most pleasant and enjoyable trips in the vicinity of New York is that to Greenwood Lake. The roads are ideal, mostly macadam, and the six miles of country roads encountered at the end of the journey are rolling and hard, but just at this time of the year are rather dusty.

Take the 130th street ferry to Edgewater. Turn right after leaving the ferry house and proceed along the shore road to the famous Fort Lee hill. The left fork at the top of the hill was avoided, as crushed stone covers the road here and a mile of loose stone is also found in the vicinity of Leonia, so keep straight ahead, winding along the top of the Palisades to Palisade avenue, Englewood. Turn here (you can go no further) to your left, and continue down a series of hills into the city of Englewood.


GREENWOOD LAKE
NYACK
WEST MILFORD
ECHO LAKE
NEWFOUNDLAND
MACOPIN
OAKLAND
RIDGEWOOD
ORADELL
ENGLEWOOD
HUDSON RIVER
ARCOLA
CHARLOTTEBURG
SMITH MILLS
BUTLER
POMPTON
PATERSON
HACKENSACK
FORT LEE
B

Cross trolley and then railroad tracks and continue to big, gray wooden church on your left. Take left fork, past tennis courts and baseball field of the Englewood Field Club (on left), continue short distance, turn right and, bearing right, again turn right, riding over fine roads to Teaneck. Turn left over Teaneck road to Phelp's ruins (on right), where turn right up grade and down again. Be careful of the hog backs and the railroad crossing; they are both liable to unseat you. Continue straight on to Anderson street bridge, Hackensack, cross same, continue straight out Anderson street to railroad crossing. Just after crossing railroad (station at right) turn left on Linden street, one block, then right on Passaic street. Continue on Passaic street with trolley, up short hill to Arcola and at the Old Mill turn left over bridge, bearing right and turning left up grade, continue straight on to Warren Point (railroad). Cross bridge over Passaic River onto Broadway, Paterson.

Continue up hill with East Side Park on left, with trolley tracks, to end of Broadway, turn right on West street, follow trolley, bear left up hill, continue over cobbles (trolley turns off, do not follow), straight upward, changing to macadam and then down hill over bridge. Straight away, turning right up winding hill, bearing left at the top, then right. Right again between red stone rocks and continue on main road to Pompton (gasoline at the Norton House). Continue over bridge and at beautiful residence, with gray picket fence, on left, take left fork. A signpost points to the right to Greenwood Lake, but ignore this.

Continue on the left road, signpost reading "Newfoundland 12 miles," through the village of Pompton, crossing railroad tracks, and then after a short distance turn right over bridge and railroad tracks. Then left and straight away to Bloomingdale. At the fork at hotel take right, left grade, turn left to and over bridge, passing mills (on right), continue, crossing railroad twice, to Smith Mills. Up grade and bearing right at top, continue over winding road past Newark Reservoir and watch for sign reading "Echo Lake, 2 miles." You may either turn here or two miles further on at a sign reading "Idle Ease Inn."

Turning at Echo Lake signpost to right, continue over railroad tracks and up grade, keeping to the main road to Nacopin. At small grocery store take left fork, and bearing left, take right turn. Continue on winding, up and down grade. Leaving the macadam, strike good country road, watching out for occasional rocks, which are easily dodged if you keep your eyes open and ahead. Continue on to sign reading, "West Milford," turn right and at sign marked "Warwick, 12 miles, and Greenwood Lake," take right road. At sign reading, "Pompton," take left road (sign reading, "Bellvale, 10 miles"). The way now on is easy. Keep to the right at all forks, continue up and down hill along the west shore of the lake.

There are numerous hotels along this road where a dinner may be had, the Willow Grove and a small cottage at the northern end of the Lake, at Storm Center, being particularly good. The trip is pleasant, and the scenery is very pretty. Directly opposite from Storm Center, and about a mile from shore, lies a beautiful little island composed almost entirely of solid rock, rising perpendicularly out of the depths of the lake. This is Chapel Island, where summer visitors, campers and boarders may join in Sunday prayer meetings. The lake is situated in the northern portion of New Jersey, extending into the southern part of New York. Mosquitoes and humidity are unknown there, and the air, bracing and always cool, gives one an enormous appetite and an almost overpowering desire to slumber 'neath the shady trees which cover the mountain sides surrounding the lake. The run is fifty miles and can be made comfortably in three hours. If one should care to make a Saturday afternoon and Sunday trip he will find plenty at the lake to keep him busy and to make him forget the toil and tumult of this strenuous life.

THE JONES SPEEDOMETER MILEAGE CONTEST CUP

MILEAGE CONTEST WILL BE INAUGURATED

COMMENCING on January 1st, 1909, there will be inaugurated in New York City one of the most unique contests ever conducted for motorcyclists. It is to be a "Mileage Contest," and will be of a full year's duration, the rider covering the greatest distance in this period of time being adjudged the winner. A very handsome loving cup is the trophy. It is of sterling silver, 13 inches in height, and was designed especially by the Frank W. Smith Company of Gardner, Mass. The etching and ornamentation is extremely good, and represents the highest art of the silversmith. On the reverse side is an inscription which will contain the name of the contest, the winner and the donor of the cup.

The cup was gotten up for the Jones Speedometer Company, the mileage contest being an idea of Mr. Jones to demonstrate accurately the year-around efficiency of the modern motorcycle, and the trophy was donated by him. It is now on exhibition in the windows of the Ovington Motor Company, 2232 Broadway, New York City. The entries are not limited as to number, locality, club affiliations or size and horsepower of machine. Any one can enter the contest by simply signifying his intention to abide by the conditions.

The conditions are as follows: Each entrant will be furnished by the Jones Speedometer Company with a small, leatherbound diary, in which he is to record each day's run as registered in miles by the Jones Speedometer-Odometer for motorcycle use. This is a new model for attachment to the handlebar, has flexible shaft and is gear driven. In the back of the diary will be an affidavit in which the total mileage for the year is to be sworn to before a notary.

WHY MOTORCYCLISTS SHOULD JOIN THE F. A. M.

By Earle L. Ovington

MOTORCYCLISTS as a general rule are far more enthusiastic over their hobby than are automobilists or, for that matter, the followers of any other sport. I think no one will deny that this is a fact after having attended a meeting of an organized motorcycle club, or listened to a number of motorcycle enthusiasts who have congregated for any purpose whatsoever. Whether motorcyclists are called together by social or other ties, it is not long before they commence to talk "shop"; in other words, motorcyclists are thoroughly enthusiastic over the sport which gives them so much pleasure. And, in the very nature of things, this enthusiasm should extend to the national organizations governing motorcycling in this country, to which they owe so much.

Almost from the start the Federation of American Motorcyclists has stood for the square deal to the motorcyclist in America. In the early days, when discriminating laws were about to be passed against the interest of the motorcyclist, it was the F. A. M. that stepped in and convinced the parties responsible that the motorcycle was not such a dangerous vehicle as was claimed. Those of you who live in New York State have the F. A. M., and the F. A. M. only, to thank for the fact that you do not have to carry numbers and take out license certificates such as are required by automobile owners. The F. A. M. has always taken the stand that the motorcycle is really nothing else than a bicycle, except that a small and efficient gasoline engine replaces the human motive power of the push bicycle.

Looked at from the financial standpoint the initiation and dues to the F. A. M. are ridiculously small; the initiation fee is $1 and the dues are $1 per year. When you join you are given a handsome membership pin which is good enough to display prominently. In addition you receive the F. A. M. Helping Hand-Book, which treats exhaustively of the motorcycle and the ills to which it is heir. In this little book will be found many hints which may save the price of several years' dues, as well as much time and trouble.

Suppose you are unfortunate enough to have a collision with some other road user and are in doubt as to how to proceed. The F. A. M. has a standing National Legal Committee which is ready at any and all times to advise its members how to proceed in case of trouble. This legal committee has at its head an established lawyer, who is competent to give advice under any and all circumstances. The members of the committee are scattered over the United States, so that if it is not convenient for you to address the chairman you can obtain advice from the nearest member. When it is considered that the amount of money spent in lawyers' fees in case of an accident where a lawyer must be retained would purchase a good many memberships in the F. A. M., it will be acknowledged that this is an important service which the Federation offers its members.

Perhaps you have some engine trouble, or troubles with some other part of your machine, and require expert assistance. In this case all you have to do is to address a letter to the secretary of the Federation and your inquiry will be referred to a committee of experts. And what motorcyclist at one time or another has not come across a diifficulty with which he has been unable to cope?

As the motorcycle becomes more popular, hill-climbing contests and race meets are becoming common. In order to enter these meets you must be registered in th F. A. M. The Federation is allied with the Amateur Athletic Union, the National Cyclists' Association, and the American Automobile Association, and is recognized all over the United States as the governing body for the sport of motorcycling. Practically every race meet or contest of any kind in the United States is held under the rules and with the sanction of the F. A. M.

As an F. A. M. member you are assured a square deal in any contest in which you compete.

The F. A. M. has established all over the United States official repair shops where a discount will be given F. A. M. members. After your repairs have been made at one of these shops it is only necessary to present your Federation card when your discount will be allowed. In many cases this alone saves the motorcyclist the amount of his initiation and dues during the first six months. Then, again, nearly all the motorcycle publications accept subscriptions from F. A. M. members at half rates.

I have tried to show you what you get for your $2 when you join the F. A. M. Leaving out entirely the above mentioned benefits derived from joining the Federation, the F. A. M. deserves the support of every fairminded motorcyclist on account of the work it has done in the past to further the sport of motorcycling. Most of you know of the wonderful growth of the L. A. W. in the old days of cycling, and there is no reason why we should not make our F. A. M. every bit as popular. Bear in mind the old saying that in unity there is strength, and join the F. A. M. now and help those who have helped you and are trying to help you further. A penny postal card addressed to the Secretary, Henry J. Wehman, 84 Nassau street, New York City, or Chairman F. P. Prial of the Membership Committee, 299 Broadway, New York City, will bring you an application blank. Sit right down and send that postal and you will never regret it.

Mt. Tamalpais Climbed At Last

GEORGE THOMPSON, who is the owner of a 2¼-h. Torpedo, accomplished the remarkable feat of climbing to the top of Mount Tamalpais, in Marian County, Cal., on Sunday, July 26th. Starting from Mill Valley he rode up between the railroad tracks to the summit, upon reaching which he received a big ovation from the crowd of Sunday pleasure seekers who had stood watching him come up.

Many riders have tried to make this ascent during the last two years, but none of the attempts heretofore have been successful. The grade is not so very steep, but the ties on the railroad are about 18 inches apart and the jolting the machine and rider got was something terrific.

Suit Is Brought In Detroit

PREPARATIONS for a suit that will probably set an important precedent are being watched with a great deal of interest by Detroit riders. That city is taking legal measures to find out just what a motorcycle is in the eyes of the law. One of its patrolmen, who happens to be the president of the Detroit Motorcycle Club, will be made the defendant to a warrant from a justice's court, charging the policeman with riding a motorcycle without a license. This is in view of the fact that the corporation counsel has taken the ground that the motorcycle is subject to the same laws as automobiles as to license and control. The police department will ask the justice to refuse the warrant, and will then mandamus him, in a friendly suit, to have a final decision made on the case.

ROADSIDE TROUBLES—THEIR CURE

Having gone through the novice stage of motorcycling and lived through a varied series of adventures and mishaps, the writer feels that it is a brotherly act to impart some of the knowledge he has secured in the costly school of experience to others.

ERNEST W. HOUSE

NINE cases out of ten missing, or, properly, misfiring, is caused by loose battery connections, fouled spark plug, or broken porcelain (if the plug is porcelain). When this occurs examine all outside connections of wires and securely fasten loose ones. Take wire off spark plug, take cover off ignition or "make and break box," and while holding spark plug wire one-quarter of an inch from the end of the plug with one hand, push up or down on the platinum spring with the other, so that it makes a connection and breaks same, which should produce a "jump" between the end of the wire and the space to the end of the plug. If it does not do this, there is something wrong with the wiring in the battery box, or the wires outside, in which case it is necessary to go into your battery box and examine connections. If your wire sparks at the gap between wire and plug, take the spark plug out of engine and see if it is coated with burnt oil, grease, or smoky looking substance. Take your pocket knife and scrape it clean, or fill with gasoline, lay on ground and burn it off clean, then scrape, and see that the points on the plug are just the thickness of a postcard apart. Lay the plug with the *metal part only* touching the engine somewhere; connect plug wire, and test the spark as before, and see if the plug sparks properly at the points, and not elsewhere. Sometimes, where a plug is porcelain, it cracks with the heat, allows the current to leak and will not spark at the points under compression. I remember distinctly of working two days on this very matter. The plug sparked beautifully out of the engine, but under compression it leaked through a very small crack inside the porcelain part. *Don't forget this.*

See that your switch plug is seated firmly in its place, that the automatic switch on the grip control makes a good connection, and that the wiring is kept free from oil and water. Don't wait until something happens before you look at your machine, but go over it every once in a while, seeing that nuts are set, that terminals are holding O. K., and wiring free from oil, dirt, etc., and misfiring will be very rare indeed.

* * *

I ONCE had a motorcycle with a Thor engine which worked like a charm for some time, then suddenly seemed to get weak and would not pull on the hills as it used to, while at the same time it had very nice compression. On a thorough examination I found that the exhaust valve spring had become weak, caused by my negligently allowing the exhaust valve to stay raised after I had stopped riding and while the motor was hot, so that when the spring cooled off it was somewhat shorter. Right here let me caution you to drop compression and take out your switch plug when you stop, as it allows your spring to assume its full length and cool off that way. I took off the exhaust valve spring and stretched it out a bit. Then the motor worked much better, but I still could not get the speed out of it, so I took off the inlet valve dome and examined the inlet valve spring, and found it was also too weak. It did not close quick enough when the piston had reached the bottom, allowing a portion of the gas to be forced out into the carbureter again on high speed, which produced a kind of a "clucking or flopping" noise in the carbureter.

On tightening the inlet valve spring the motor worked like a new one, and gave excellent satisfaction for a whole year. This shows that the very smallest things are the worst ones. If I had known what the trouble was at first, instead of tinkering with my carbureter and trying to get a good mixture, I would have pulled out the two springs a bit longer, and, presto! Do it next time your motor shows these symptoms. In this connection, take warning against three things: Don't attempt to adjust your timing gears for spark and exhaust valve; that's a hard job for an expert motorcycle man. Don't try to adjust your carbureter; they very seldom get out of order, especially if of the Thor type. Let your friend who has had experience do that for you. Don't ever, ever take your engine to pieces to "see how it is constructed," unless it is absolutely necessary, for very seldom indeed is one as good again when put up, except by the expert motorcycle man. I've been there a score of times and know whereof I speak. keep your motor clean; keep it well oiled inside; see that the platinum points in your "make and break" box are kept clean, and about 1-64 inch apart when at rest. See that your spark plug is kept clean. Take it out only once in six months, unless it becomes fouled, for this is one of the places the engine loses compression. See that your dome is tight, and if your engine is not badly worn, it should have good compression. I take it for granted that by the time you have worn out one engine you will have had enough experience to ask me to "attend to mine."

* * *

TO adjust a carbureter for racing, your gasoline should float about one-quarter of an inch below the level of the spray nozzle, so that your motor (which is turning very fast) can get enough air to form a hard mixture without taking in too much gasoline. This will naturally necessitate your flooding the carbureter well before starting, and possibly flooding it once or twice after you mount, but after engine gets up to its speed it will give 100 per cent. faster mixture than if gasoline is with level of nozzle. I have tried this out for three years. To make your gasoline float at this height take spray nozzle out, fasten pipe to carbureter and allow it to fill from tank and cut off itself, then if the gasoline floats too high you can cause the float to cut off sooner by pressing down on same gently, springing the little axle at bottom of the float a bit, or you can take the axle out and bend the arms down about one thirty-second of an inch. This takes time and patience, but you will be rewarded by greater speed if this is properly carried out—if that is what you want. To get the level back to normal, pull the float arms up a trifle and then empty carbureter and fill as before, until it cuts off at the right height.

To adjust for hill climbing and general steady work, see that the gasoline is cut off exactly at the overflow point in the spraying nozzle, and you will have a steady running mixture.

Air plays an important part in racing carbureters, and should be worked out on each individual motor, as they never take the same amount of air. A Thor motor, with carbureter in good order and valves O. K., should be able to take two-thirds, and sometimes, on hot days, all the auxiliary air, but will not start off on that mixture, hence you will have to cut off all your air and flood the carbureter well, and as your engine warms up, give it as much air as it will take. When it is getting more than it will take, the engine will slow down and eventually cease firing or cause that clucking in the carbureter which denotes either weak springs or too fine a mixture. The hotter the day the more air your motor will use, and the less gasoline you can give it. The colder the day the less air and the more gasoline it will use. Gasoline is not so sensitive and easy to mix on cold as on hot days. We all know that it will not vaporize as quickly in cold weather as it does in hot weather, and the same rule applies to the engine.

* * *

BACK-FIRING, or kicking, in a motorcycle is a very common occurrence with the novice, in view of the fact that he seldom knows just exactly what to do in starting off, and invariably turns his grips (if he has grip control) too far, or turns same too suddenly, which advances the spark in the cylinder and causes the explosion to take place while the mixture is being compressed and before the cylinder gets on dead center or on the downward stroke. This naturally causes the piston to try and work backward, with the result that you get a kick and your machine seems to want to go the other way all of a sudden. This is also noticed when the novice tries to go up steep hills and gets his spark too far advanced, and the explosion is back-firing and doing more harm than good. When going up a steep grade and your motor gets to "knocking," or there is a distinct metallic sound at every explosion, it is back-firing, and you should retard the spark by turning your grip back a very little. *The least bit is all that is necessary,* one-eighth of an inch being quite enough under certain conditions to prevent a back-fire.

On starting off, do not attempt to shoot right ahead, but advance your spark slowly until the flywheels have developed sufficient momentum to take the advance. Always remember to advance the spark slowly. You can pull it back as fast as you wish. In most modern motors the control is in the grips, and on dropping the exhaust valve the spark takes place when the piston is on dead center of compression stroke, and as you advance the spark, by twisting the grip, you make the explosion take place while piston is coming up on the compression stroke; but as it takes a fraction of a second for the charge to get off after it has been ignited, experience has taught us that the piston gets on top before the explosion has expanded enough to commence to "work," whereas if the spark is turned way over and it goes off too soon, the force of the explosion is felt before the piston is on top, which causes the knock in the engine or the "back-fire." Naturally the faster you are going, the further you can advance your spark, but advance slowly.

* * *

A WEAK spring (or a too tight one) is often the cause of much worry and annoyance, for the simple reason that spring tension is the "whole thing," or nearly so, with the working power of a motor. For instance, a weak spring will allow a motor to start easily and run very slowly. But when the spark is advanced and the motor speeded up, the valve does not close promptly on bottom (or top), with the result that the motor outruns itself, misses fire, causes explosions in the muffler or carbureter and makes the novice think his motor is going to pieces. To test spring tension, first try the exhaust valve, as that, being the hottest, generally goes wrong first. With a screwdriver, try and lift up the exhaust valve stem, and if there is considerable pressure the spring can be considered O. K. It should be pretty stiff and cause the valve to "snap" down into its seat promptly. If weak it needs stretching out a bit, so take the pin out of the valve and remove the spring, and place one end in a vise or large pair of pliers, and with another pair pull the spring out.

Very often the inlet valve spring gets weak and allows a part of the charge to be blown back into the carbureter before it closes, which produces a kind of clucking sound, especially when motor is speeded up. It also prevents of a uniform mixture at fast and slow speed, and you will notice you will have to give the engine more or less air quite frequently in order to keep the same mixture. Take spring off, same as the exhaust spring, and stretch out until it is strong enough to jump back into its dead position when depressed and released quickly. If you have a pair of scales handy, the spring depression on inlet valve should cause the scale to register about two ounces, or in that neighborhood. If it is a trifle too tight or weak, no great harm will be done; but it is better to have it a bit too tight than too weak if you want speed.

* * *

WHEN your motor loses compression it is generally due to one of two things, i. e., leaky valves or broken piston rings (provided the dome is tight and the spark plug tight). In order to make sure where the compression is lost, take the pin out of the exhaust valve out through the inlet valve hole and see if it is not pitted or the surface uneven. If so, it needs grinding. While it is out, if there is no slot in the head of the stem, cut a shallow slot with a hack saw, so you can turn the valve with a screwdriver, then replace the valve. Take some fine powdered emery dust and good quality machine oil and make a paste by putting a few drops of oil around the valve seat and sprinkling a few pinches of the emery on top of the oil. Be sure and place a rag or piece of waste in the opening from exhaust chamber to cylinder so as to keep the emery out of the cylinder. When the emery has worked down between seat and valve, turn the valve back and forth with a screwdriver, then move around a bit and repeat five or six minutes; then take valve out and examine until you find it is clean and even. If the inlet valve is pitted, take same out with its dome and continue the same operation until it is even and clean. After finishing be sure and wash all the emery out of the valve seat, taking care that none of it runs into the cylinder. Remove waste or cloth from cylinder. Never attempt to grind a valve when out of its seat, as you are liable to get it lopsided and make it a hard job to true up.

* * *

IT seems that most motorcyclists are very careless about preventing water from getting into the fuel tank. A very small quantity of water will produce the most erratic running engine imaginable, and many hours may be spent in futile endeavor to locate the trouble. Often this investigation results in getting the carbureter out of adjustment and thus causing more trouble later on. A good chamois or fine screen should always be used when the tanks are filled.

* * *

AN effective and rapid way of dislodging the foreign substances which sometimes cause a stoppage in the small gasoline pipe leading to the carbureter is to shove the rubber connection of a tire pump over the end of the pipe after disconnecting the union to the tank, and then forcing air through by a few quick strokes. This is usually sufficient to clear the pipe.

NEW YORK CLUB RACES AT BRIGHTON TRACK

It was the original intention of the promoters to have the races held by the New York Motorcycle Club at the Brighton Beach Track on August 8th as a sort of side show to Farman's aeroplane flights. It turned out just the other way, however—the races were the main attraction. Fully 2,000 people wandered into the grand-stand when the chug-chug of the motorcycles, which could be heard by the trainloads of people as they arrived at the beach, made it plain that something more than ordinary was going on inside the big board fence which encloses the track.

STARTING THE SECOND BUNCH OF RIDERS IN THE 10-MILE HANDICAP.

If the races had not been gotten up on such short notice there would doubtless have been a much larger audience, and a larger list of entries. As it was, without a bit of advertising, the events were well contested, and while the track was slow and no records were broken, the meet was entirely successful. This augurs well for the F. A. M. championship events which the New York club is striving to secure for another meet at this track.

The slow condition of the mile circuit was made apparent in the first event, the mile time trials, when Goerke on a 7-h.p. Indian made the best time of the day, 1.04 4-5. In the second event, a five-mile open, Goerke took the lead at the start and held it throughout the race. Shotwell, on a new 7-h.p. N. S. U., of whom great things had been expected, after getting straightened out on the back stretch on the first lap, attempted to pass the field and in doing so was forced into the soft outer edge of the track, where his machine skidded and threw him. When the machine fell, the down-turned racing handle-bar punctured a hole clear through the gasoline tank, which put the machine out of the running for the rest of the day.

Walter Goerke made all the running. Besides the mile against time and the five-mile open, he captured the ten-mile handicap and also the ten-mile open events. In the five-mile, for New York Motorcycle Club members only, with touring machines, Patterson immediately took the lead on his twin N. S. U. and held it easily to the end. David Moloin, first lieutenant of the N. Y. M. C., captured second place, also on an N. S. U., and Freddie Horenburger was third on his Vindec.

The prettiest race of the day was a three-mile match between Billy Wray and Russell Smith, on 5-h. twins, and A. G. Chapple, on a 4-h. single Indian. It was nip and tuck for the whole distance, Smith and Chapple alternately leading on the turns and Wray jumping to the fore on the straightaways. The latter always lost ground on the turns, making them wide, while the other two stuck close to the rail. First one was in the lead and then another, and the spectators showed the greatest enthusiasm of the day over this race, cheering the riders as they came around in front of the grand-stand on each lap. Turning into the home stretch on the last lap, Smith was slightly in the lead, with Chapple just behind him and Wray just outside. When they got straightened out Wray managed to jump into the lead, and finished about a yard in advance of Smith, who had managed to shake Chapple some thirty feet.

The ten-mile handicap aroused a great deal of interest. There were twelve entries, and the limit men were sent away five minutes ahead of the single scratch man. Robinson, Voelker and Ginger were sent away in the first batch, then Shotwell, Patterson, Decker, Ruck and Davis were sent off, two minutes and thirty seconds later. Then Goerke, Smith and Chapple got the word at 4.10, and last, Billy Wray, at an even five-minutes. Fred Voelker, on his N. S. U., had lapped the track twice before the others got started, and it proved the hardest kind of a job for Walter Goerke on his big 7-h.p. Indian, to overhaul him inside the ten miles. He finally did it, however, but Voelker finished second and Billy Wray, who was going great guns, in his effort to make up his big handicap, managed to secure third place. With so many men on the track, it was only the scorers who knew where the riders stood, and Wray and several others rode an extra lap. In this lap Wray passed Goerke and headed the field.

Farman and his aeroplane came out at 4.30 o'clock, prepared to make things interesting. The first two flights were the regulation close-to-the-ground affairs, but the third eclipsed anything Farman had ever done in this country before.

He started in the face of a brisk twelve-mile-an-hour

SMITH, CHAPPLE AND WRAY—ALL INDIANS.

easterly breeze, with his propeller revolving just a little more rapidly than usual. The machine rose in the air quickly and kept on soaring, reaching a height of about twenty-five feet. It then dropped close to the ground and skimmed upward again to the same height. These heights eclipse anything Farman has done here, and are probably better than any he has attained in Europe. The flight also broke Farman's distance record at the track, 800 yards being covered.

The summaries:

One-mile, against time—Goerke, 1:00 4-5; Wray, 1:03 1-5; Shotwell, 1:05 2-5.

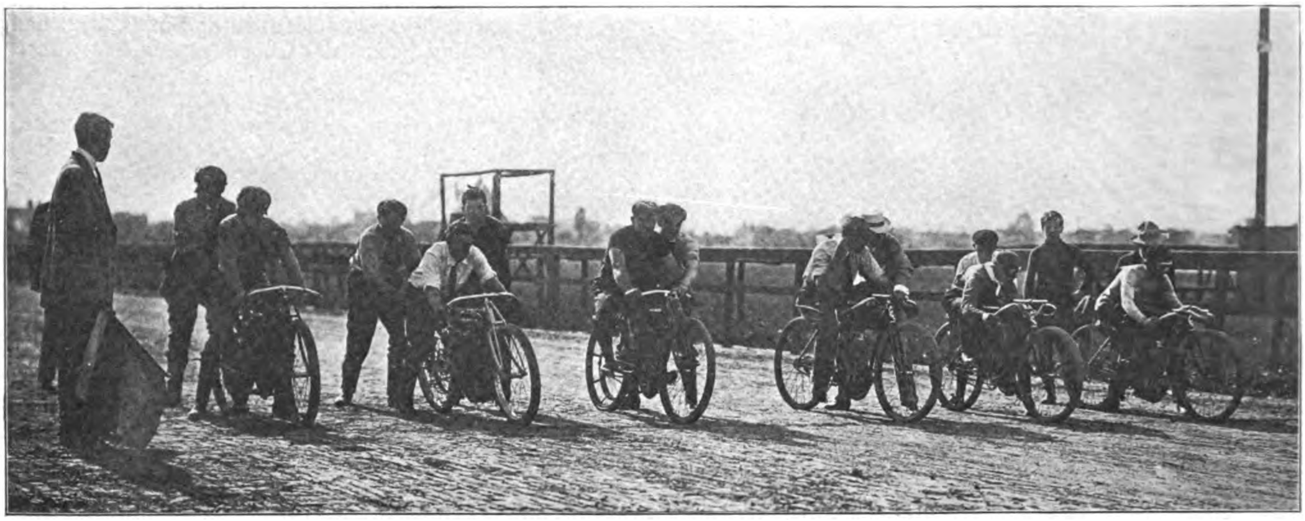
Five-mile open—Goerke, first; Smith, second; Wray, third. Time, 5:23 1-5.

Ten-mile handicap—Goerke, first; Voelker, second; Wray, third. Time, 14:23 2-5.

Ten-mile open—Goerke, first; Wray, second; Chapple, third. Time, 10:50.

Five-mile for N. Y. M. C.—Patterson, first; Molin, second; Horenburger, third. Time, 6:41 1-5.

Three-mile match race between Wray, Smith and Chapple—Won by Wray. Time, 3:50 1-5.



READY FOR THE GUN—IN THE FIVE-MILE OPEN.

CYCLE TRADESMEN MEET AT ATLANTIC CITY

THE fact that Atlantic City was broiling hot, and the storm which raged along the Atlantic coast on Wednesday, Thursday and Friday of last week, combined to bring the annual business meetings of the three cycle trades associations, which were planned to take place on Aug. 5th, 6th and 7th, to an abrupt close one day in advance of the program. The Cycle Manufacturers' Association, the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers each held its separate meeting, and the routine business affairs were attended to on Thursday morning. Then the call for the joint meeting of the three trade bodies was issued for 4 o'clock that day, at the Hotel Dennis.

New officers for the Cycle Parts and Accessories Association were elected, Wm. H. Crosby being again re-elected president, and W. J. Surre, treasurer. L. M. Wainwright was chosen vice president, and James H. Foster succeeded to the office of secretary. One new member was taken into the association, bringing the membership up to forty-four. The Milford Rubber Co., of Milford, Ill., is the latest member.

At the joint meeting of the three bodies W. H. Crosby, A. J. Musselman, Clarence E. Whitney, L. M. Wainwright, P. R. Robinson, George W. Nock and D. P. Harris were the principal speakers.

P. R. Robinson, of the New York Sporting Goods Co., stated the position of the jobbers on alleged price abuses in a vigorous manner, calling attention to the rates at which dealers are reputed to buy from the manufacturers direct, and to the business methods of some manufacturers' agents.

Pres. Crosby spoke of the advantages of unity of action among the members of the associations, pointed out the advantages to be derived from such memberships, and referred to the publicity campaign which has been carried on in concert by the organizations during the past two years. He also spoke at length on the exploitation of foreign markets for American goods, pointing out the manner in which manufacturers from other countries establish and maintain their control in exports to the great buying centers of South America, Australia, Japan, etc.

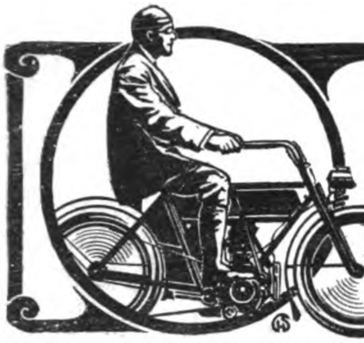
It was decided to hold the next meeting of all three bodies, at dates to be decided upon later by the heads of the associations, at Put-In-Bay, Ohio.

PRELIMINARY PLANS LAID OUT FOR THE N. A. M. MEET

PLANS for the annual gathering, races and business meeting of the National Association of Motorcyclists, to be held this year in and around Boston, Mass., on September 5th, 6th and 7th, have been completed.

On Saturday afternoon, September 5th, a track race-meet will be held at Waltham, which will include a program of some half dozen events, with trials against time on a mile straightaway. A new half-mile dirt track was constructed at Waltham this spring, with carefully banked turns, which is one of the finest dirt tracks in the state. On Saturday night the N. A. M. business meeting will be held. To secure adequate accommodations for this gathering, a short jaunt to Boston will be necessary.

On Sunday the jollifications will wind up, after a run to Duxbury Beach, with a clam and lobster dinner. A twenty-five-mile road race will be held on Monday, starting at 8 o'clock sharp. This race will be all over at 9 o'clock, then the members will all start for Lowell to witness the big automobile race that is scheduled for Labor Day in that city, commencing at 10 o'clock.



TIMELY TOPICS

SOUTHERN CALIFORNIA RIDERS RACE

AT the two-day race meet of the Motorcyclists of Southern California at the Association Park track in San Bernardino on July 25th and 26th, only a small audience of about 500 spectators attended, due chiefly to the very torrid weather. The races were full of interest and well contested, and were run off in good order. Close finishes were the rule, but for all that, the enthusiasm did not boil over.

L. Tucker, of the Riverside Motorcycle Club, succeeded in winning the three-mile "Novelty" race on both days, and he furnished much amusement. His competitors all fell before the combination of Tucker's fast machine and his enormous pie and soda water capacity. Wilson and Blaylock won the championship events.

SATURDAY'S WINNERS.

Five miles, single cylinder—Won by Raymond Seymour. Time, 6:39.

Three-mile novelty race—Won by L. Tucker. Time, 7:00.

Five-mile, fully-equipped stock machine—Won by Charles Balke. Time, 7:14 3-5.

Two-cylinder stock machine—Won by Charles Balke. Time, 6:15 3-4.

Ten-mile Australian pursuit—Won by Charles Balke. Time, 11:07 3-5.

Attempt to lower world's five-mile record—G. Blaylock. Time, 5:14 2-5.

Nine-mile Australian pursuit—Won by G. Blaylock. Time, 10:04 15.

Five-mile open, single cylinder—Won by A. T. Wilson. Time, 6:36 1-5.

Five-mile open, double cylinder—Won by G. Blaylock. Time, 6:05 1-5.

SUNDAY'S WINNERS.

Five-mile, fully equipped stock machines, single-cylinder—Won by Raymond Seymour. Time, 6:37.

Three-mile novelty, free-for-all, single-cylinder—Won by L. Tucker. No time taken.

Five-mile, fully equipped stock machines, single cylinder—Won by Charles Balke. Time 6:30 1-5.

Five-mile, fully equipped stock machines, double-cylinder—Won by Charles Balke. Time, 4:52 2-5.

Three miles, 4-cylinder—Won by H. Boardman. Time, 4:52 2-5.

Ten-mile Australian pursuit, free-for-all, single cylinders—Won by A. T. Wilson. Time, 12:06 1-5. Charles Balke, second. Time, 12:06 2-5.

Ten-mile Australian pursuit, free-for-all, double cylinders—Won by Charles Balke. Time, 10:25.

Five-mile championship for Southern California, single cylinders—Won by A. T. Wilson. Time, 5:54 4-5.

Five-mile championship race for Southern California, double cylinder—G. Blaylock won. Time, 5:32 2-5.

Ten-mile cup race—Won by G. Blaylock, of the L. A. M. C. Time, 13:26 2-5.

Ten-mile handicap race—Won by Raymond Seymour. No time taken.

EVERYTHING seemed to go wrong at the Seal Gardens Saucer track in Los Angeles on Sunday, July 26th. Erwin Knappe met with an accident when he tried to trim the one-mile record of 1:06, established the week before. Before one lap, engine troubles developed, and the best time he could make was 1:11. He met with more disappointment when he went after Reymond Seymour's time for five miles. His pedal hit a high spot, and he rolled to the bottom of the saucer. He emerged from the tangle with a grin, however, and demonstrated that his fall had not damaged his nerve, by taking the honors in the five-mile race. His time was slow, howewver—7:55.

IN the motorcycle races held at the Stadium, Paterson, N. J., on Aug. 2d, in conjunction with the bicycle events there, Ed. Shotwell, of Brooklyn, was zigzagged around the track for half a lap, in imminent danger of a bad fall. The head of his machine worked loose and he lost control. He kept his head, however, and slowed down, only to start another spurt when the nervousness that came over him had passed. He was ordered to stop riding at once, and the officials would not let him go on in the match race arranged with Walter Goerke. Jake DeRosier made a half mile against time in .28 4-5 and won the three-mile race (professional) in 3:13 4-5.

CHARLES VAN SICKLE and Stanley Kellogg practically cleaned the slate at the race meet held on July 29th by the Toledo Motorcycle Club, at the fair grounds in that city. Harvey Garn, of Toledo, got away with the five-mile for small machines, but he, like Van Sickle and Kellogg, was mounted on an Indian. Van Sickle won the two-mile free-for-all, while Kellogg won the two-mile for 3½-h.p. engines and the five-mile multi-cylinder, making the distance in 8.24, the best time of the day. The races were held over a half-mile track.

UP to the present time riders in Youngstown, Ohio, have not been compelled to provide themselves with licenses, and no attempt has been made to enforce any of the regulations provided in the automobile ordinance of that city. Owing to the constantly increasing number of riders, however, the city fathers have taken action, and a license to ride will, from now on, be necessary.

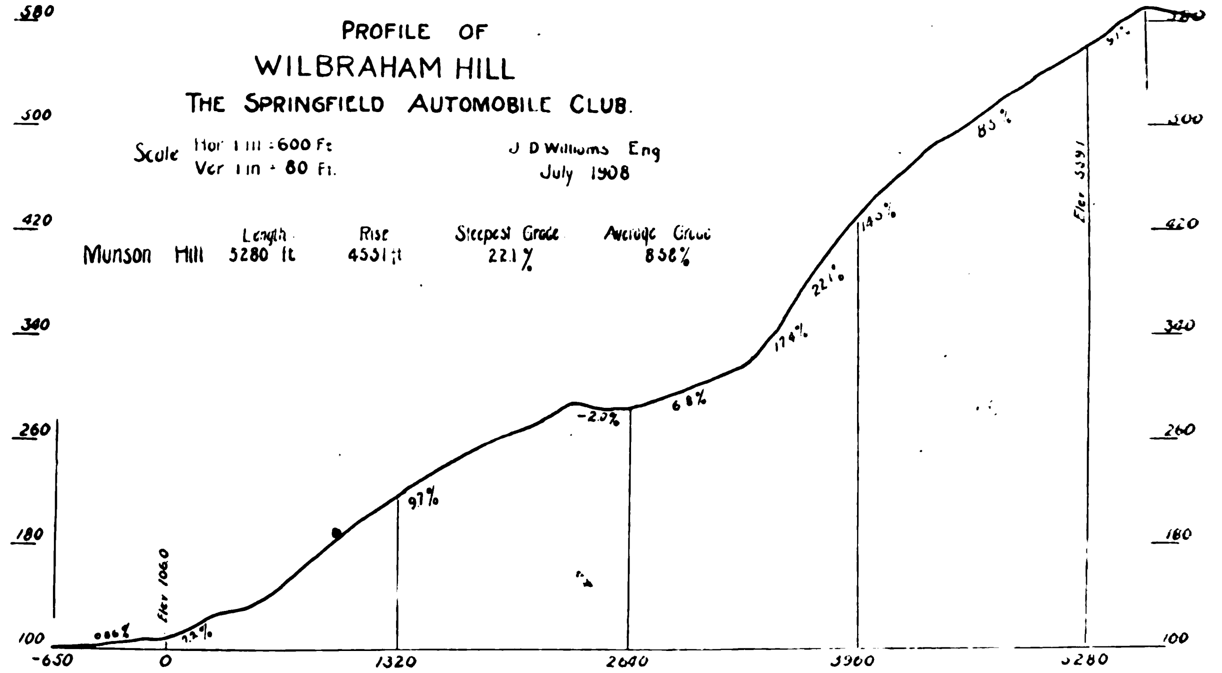
AT the combination automobile and motorcycle race meet held in Des Moines, Ia., on July 25th, the single event for two-wheelers, at two miles, was carried off by Merkel machines. Anthony was first and Howard second; time 2:06 1-5.

AN OPPORTUNITY TO TRY WILBRAHAM HILL

The well-known Wilbraham Hill course, on what is known as Monson road, running east from the town of Wilbraham, Mass., has been selected by the Automobile Club of Springfield on which to hold a hill-climbing contest on Friday, September 10th. Two motorcycle events will be conducted—one for machines of 30.5 cubic inches cylinder capacity and under, and the other open to all under the F. A. M. limit of 61 cubic inches cylinder capacity. There are nineteen classes for automobiles.

All turns which were dangerous have been relocated and the roadway banked, but there remain enough hard places to insure a lively contest. The committee claim this to be the finest course ever used for promoting a contest of this nature. The climb is 5,280 feet in length, with provisions for a rolling start, and consists of a succession of grades varying from 6 per cent. to 23 per cent. The total rise for the measured mile is 453.1 feet, average 8.5 per cent., the last quarter dropping from 14.5 per cent. to 8.5 per cent., with 9.1 per cent. at the finish line. A nearly level stretch about one-half mile from the start gives a fine opportunity for increasing speed for a "shoot" for the steepest grade, just 22.1 per cent. The course will be treated with dust-laying material and the clocking will be done by the Timing Club of New York City.

Entry blanks can be secured from the Hill-Climbing Contest Committee, Automobile Club of Springfield, Springfield, Mass. The trials will be run under sanction of the A. A. A. and F. A. M.



LESSONS OF THE A. C. U. TRIALS

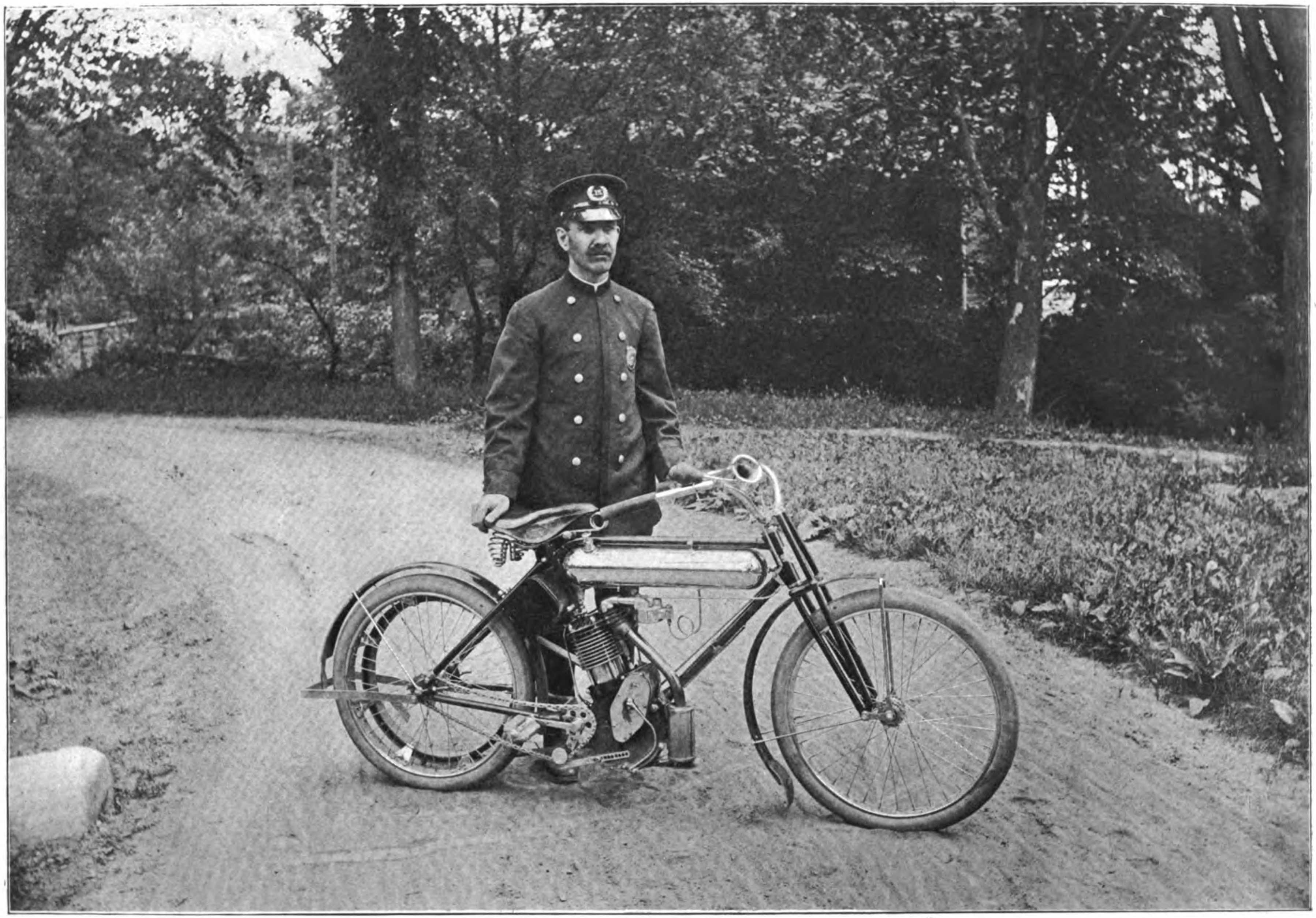
The information and help derived by the manufacturers who had their machines entered in the Auto Cycle Union's End-to-End Reliability Trial cannot be overestimated. A contest of nearly 900 miles, as this one was, covering nearly a week's riding, is sure to bring out the inherent weak spots of construction in a machine, as well as the good points, and the comparison of what one machine can do alongside of another, especially the actions of the details of one manufacturer's construction compared with the results achieved by another's is of great value.

Some features of this competition are especially impressive. As a whole, the enormous improvement in performance of the machines in comparison with the trials of previous years was marked. The hills were more difficult, yet they were surmounted more easily by the majority. Still the number or riders who were forced to dismount was great; those who had their machines fitted with change-speed gears being the ones to negotiate the hills in the most simple and easy manner. With the single-geared machines it was the skill of the rider that was the important factor. With only two exceptions the lightweight machines fell down. There were too many structural breakages, and the information gained by the manufacturers of these machines should prove of immense value in the future development of this type.

In the analysis of the results, the reliability of the modern motorcycle is absolutely established, once and for all. Out of twenty starters on Triumph machines, twenty finished, all but one of whom gained gold medals. All eight of the Rex starters finished; five gold, one silver and two bronze medals. Five Vindec Specials out of five finished; three gold and two silver medals. Two N. S. U.s out of two gained gold medals, also two Phalon & Moores, and two Matchless machines. Two F. N.s out of two finished, one gold and one bronze medal.

Nine out of twelve machines fitted with change-speed gears finished the run, in one case the withdrawal being due to the gear. Only two lightweights survived, a 1¼-h.p. Motosacoche, which gained a silver medal, and a Moto-Rêve, which was awarded a bronze medal. Only three chain-driven machines finished, all others being belt-driven except the two F. N.s, which of course, had the regular gear drive.

Probably the most remarkable result was, from the standpoint of future development in ignition apparatus, that of the 48 finishers, 45 were fitted with magnetos—43 Bosch and 2 Eismann. Thirty-three single-cylinder, thirteen twin-cylinder and two four-cylinder machines finished.



WM. TUTHILL, NEWBURG POLICE DEPT., ON M. M. SPECIAL.

This machine makes 55 miles by the speedometer, with Tuthill, whose weight is 168 pounds. Within 10 days after going on duty he collected $50 in fines.

WILL HOLD BIG RACE MEET LABOR DAY

IN view of the fact that the Brighton Beach Race Track can be secured for motorcycle races on Labor Day, and that Chairman Morton, of the F. A. M. Competition Committee, will allow the three remaining F. A. M. National Championships for this meet, the New York Motorcycle Club has deemed it wise to postpone the proposed Twenty-four Hour Endurance Contest which it intended to hold on the above date, and substitute the track races for the attraction. The Twenty-four Hour Contest has not fallen by the wayside, however, and will probably be pulled off along toward the latter end of September.

The lukewarm feeling toward motorcycles and motorcyclists that has been evidenced heretofore by the owners of the Brighton Beach track has boiled over in its enthusiasm. This is a direct result of the successful races which were held on the track last Saturday afternoon. These drew the largest crowd of the week to the Farman airship flights, and his backers have expressed their conviction that if the motorcyclists had been brought down there earlier in the week, the venture would have proven successful instead of the failure it was.

At the meeting of the N. Y. M. C. held on Wednesday the 12th inst., the matter was gone into very thoroughly and the details have been left to Captain Chapple and his assistants to perfect. Chairman Morton was present at the meeting and expressed his desire to have the remaining National Championships at one, two and five miles run off the very best manner possible and said that if the New York club would assure him the meet would be given proper preparation and publicity so as to enable the best riders from all over the country to participate, he would sanction the championships for this city. Just as soon as definite arrangements can be made and the contract with the track owners signed, which will be done this week, the entry blanks will be gotten out. Applications for same should be mailed to the New York Motorcycle Club, 2234 Broadway, New York City.

Denver's First Meet a Success

UNDER the auspices of the Denver (Colo.) Indian Motorcycle Club, the races held at Overland Park on July 26th drew a crowd of about 2,000, and were successful in every way. This is the first of what is intended to be an annual race meet, and the club is highly elated over the satisfactory showing.

First race, three-mile handicap—Won by Armstrong; Boyd, second; Boot, third. Time, 4:30.

Second race, three-mile open—Won by Armstrong; Boyd, second; Cassaday, third. Time, 3:44 4-5.

Third race, ten-mile handicap, for twin-cylinder machines—Won by Toncray; Cassaday, second; Baird, third. Time, 12:46 4-5.

Fourth race, one-eighth of a mile, slow race—Won by Tuffield.

Fifth race, ten-mile handicap, for single-cylinder machines—Won by Boyd; Armstrong, second; Boot, third. Time, 14:05.

Sixth race, five-mile open, for twin-cylinder machines—Won by Boyd; Toncray, second; Cassaday, third. Time, 5:51.

Seventh race, ten-mile open, for single-cylinder machines—Won by Cassaday; Ganall, second; Michel, third. Time, 11:35 3-5.

Webb Wins With Harley-Davidson

IN the endurance run held by the Minneapolis Motorcycle Club from its home city to St. Cloud, Minn., and return on Saturday, Aug. 8th, Guy W. Webb, riding a Harley-Davidson, carried off the first honors and covered the 144 miles in four hours and twenty-eight minutes. This is slightly better than a two-minute clip.

There were eleven starters in the contest, and they were sent off from Minneapolis at 7.45 a. m. Of these, eight finished, well bunched, the other three being disabled along the road. The winner, Webb, received the club prize, and the other riders were given suitable prizes donated by the motorcycle dealers of the city. The contest was practically a road race, Webb winning by nearly an hour. The following are the first six men to finish, and the machines they rode:—

First, Guy W. Webb, Harley-Davidson; second, N. M. Harford, Wagner; third, A. G. Weily, Thiem; fourth, C. C. Gould, Thor; fifth, Dr. W. H. Smith, Thiem Twin Cylinder; sixth, C. Van Sicklen, Wagner.

On October 17th the winter festivities of the New York Motorcycle Club will start off with a beefsteak dinner.

Windy City Riders Journey to Milwaukee

STARTING from the New Southern Hotel in Chicago, and paced by one of the 1906 Pope Toledo Vanderbilt Racers, sixteen Chicago motorcyclists commenced at 4 a. m. on Monday, the 3d inst., a tour to Milwaukee, the object being to personally meet the new vice president of the Western District, F. A. M., John R. Ball.

All but two arrived, which is considered an exceptionally good performance, since the starters rode on a schedule with controls so arranged that a perfect score would be almost impossible. There was only one really clean score, a large number of penalizations being due to arriving at Milwaukee ahead of time, which, according to the rules, was as much of an offense as finishing behind time. Murray Herron, riding a Thor, got to all the controls on time and arrived inside of the time limit. The sand between Waukegan and Racine proved a very severe test. An Indian tricar, ridden by J. S. Torney and Stanley Kellogg, which acted as a supply car for the riders, finished close behind the contestants.

Choice Spaces at Chicago Show

THE fact that the Motor and Accessories Manufactures Association will probably relinquish the space it had in previous automobile shows in Chicago, will act as a direct benefit to the motorcycle manufacturers. Manager S. A. Miles, of the N. A. A. M., is planning to set aside all of this choice space in the Coliseum for motorcycle exhibits. Special decorations for this section are also planned. This show will be held in February, after those at the Grand Central Palace and Madison Square Garden in New York.

All three managements have recognized the importance of this young but growing industry, and in all three shows the motorcycles will be grouped together where they may receive their proper share of attention.

F. A. M. Sanctions Given

CHAIRMAN R. S. MORTON, of the F. A. M. Competition Committee, who was appointed a short time ago to succeed Roland Douglas, resigned, has taken active hold of the competition affairs and has granted sanctions to the following: Wheaton County Fair Co., Wheaton, Ill., Aug. 25th; Automobile Club of Springfield, Mass., Wilbraham Hill Climb, Sept. 11th; Ross County Fair Co., Chillicothe, Ohio, Aug. 20th and 21st; Central Labor Union, Washington, D. C., for meet at the Bennings track, Sept. 7th.

REMARKABLE DISPLAY

Boston is the hub of New England. Owing to its location, it is the center from which radiate all lines of travel; roads, railways and steamers. Its Revolutionary history, the beautiful buildings and the seats of learning located in and near it all attract the tourist. Best of all, New England's roads are uniformly good, and motorcyclists will find it a pleasure to tour over them. We give, in the following pages, several routes to Boston, all of them good and all abounding in historical interest.

Hands to Improve Conditions

The popular "Shore Route," main thoroughfare through Bridgeport, New Haven, New London and Providence. Connecting at several points with all diverging routes through New England.

New York City.

From Columbus Circle, Fifty-ninth street and Central Park, West, go north on Central Park, West, to 110th street, turn square right to Seventh avenue. There turn square left and continue north on Seventh avenue, bearing right and crossing Central Bridge over Harlem River. Straight ahead over bridge into Jerome avenue, joining trolley, which follow to crossing of Fordham road (189th street). Turn right (sign, "To Greenwich, Stamford and Bridgeport") on Fordham road, with trolley, keeping left with same at fork one block beyond. Down grade, winding, straight ahead across Webster avenue trolley, past Fordham station (on right) and under elevated railway into Pelham parkway. Continue past Zoological Gardens (on right) across stone bridge over Bronx River, and straight ahead on the parkway, gradually bearing left into the Pelham road. (12.8 m.) Straight ahead across Barton Bridge over arm of Eastchester Bay, avoiding branch roads to various shore points on right. Keep direct, macadam road, light grade and numerous curves, past Hunters Island (14.6 m.) and Travers Island (15.1 m.). Where trolley comes into road from right and shortly turns left, keep straight ahead on brick pavement to end; turn square left on Center avenue to intersection of Main street,

New Rochelle (17.5 m.).

Turn square right with trolley and continue straight ahead on main road, macadam, through Larchmont (19.25 m.) to Mamaroneck (21 m.). Take right fork at fountain in village, leaving trolley; cross stone bridge and up grade to fork (21.6 m.). Take right, and again two miles further on take right fork to flagpole, edge of

Rye (24.7 m.).

Take right fork at flagpole, up grade past large brick schoolhouse (on left) and over railroad. Follow good road, winding and over the railroad, bearing left into Main street to bank in fork, center of

Portchester (26.5 m.).

Follow main street through, crossing State boundary line and bridge over Byram River. Keep right at fork, main road, direct via Putnam avenue, to Greenwich, Conn. (29.5 m.). At Soldiers' Monument bear right past church (on right). Keep to right, following trolley down Putt's Hill, bearing left at fork (31 m.), direct to bridge over Cos Cob Harbor at Mianus (31.75 m.). Straight ahead after crossing bridge to fork with many signs (34 m.). Bear left, down grade with trolley, turning right with same across bridge, over Mill River into Main Street. Continue past small triangular park (on left) and City Hall (on right).

Stamford (35 m.).

Keep straight ahead on East Main street, past small park on right, under railroad and across bridge over Noroton River. Continue through Noroton (37 m.) down grade to fork, where bear left with trolley, passing under railroad to

Darien (40.5 m.).

Follow main road, "Connecticut turnpike." Proceed cautiously down grade past Armory (on left) and stone fountain in fork (on right), bearing left on West avenue, with trolley, into Wall street, center of

Norwalk (45 m.).

Bear right with trolley across stone arch bridge, winding up grade into East Wall Street. At fountain, top of grade, turn left with trolley past triangular "Green" two blocks to church (on left). After passing church turn square right, up grade with trolley into Westport avenue, on which follow direct, crossing Saugatuck River to

Westport (48.5 m.).

Keep straight ahead to fork (51.5 m.), where bear right with trolley under railroad into Southport (52 m.). Turn immediately left, winding, south of railroad, across Mill River, through Fairfield, several bends, into Fairfield avenue, which follow under railroad, keeping with trolley to intersection of Main street,

Bridgeport (59 m.),

Continue east on Fairfield avenue past new station (on left) under railroad, straight ahead with trolley across two bridges, past Park to square left turn (62 m.) with trolley, to iron fountain in square.

Stratford (62.5 m.).

Turn square right at fountain on East Broadway. At end of street bear left and three-quarters of a mile beyond bear right across Washington Bridge over the Housatonic River. Keep straight ahead south of railroad to

Milford (67 m.).

Past long, narrow "Green" with monument, across Memorial Bridge, with tower, and immediately turn right and at once left and continue two miles to sign in fork, "New Haven, 11 m." Here keep left over Milford Hill and direct to Woodmont (72.5 m.), crossing trolley tracks to right. At watering trough beyond turn left, cross bridge and keep right on shore road to an amusement resort at Savin Rock (75 m.). Bear left into Savin avenue, which follow to West Haven "Green." Turn right at far side of "Green" (one block), then square right on Campbell avenue, and follow trolley around right bend and across West River to fork of three roads. Take extreme left—Davenport avenue—to its end, turning right into Oak street, and immediately ahead turn left into Temple street (brick pavement). Continue straight ahead out Temple street to College Green, center of

New Haven (80 m.).

Continue south one block on Temple street, turning square left into Crown street, which follow straight ahead across railroad bridge into Wooster street (brick pavement). Follow to end of street; bear right and follow trolley over railroad and across Tomlinson Bridge over Quinnipiac River. At top of hill beyond bridge bear right and left across trolley, which follow, keeping to left of green at East Haven (87 m.). Leave trolley and continue straight ahead into Main street, over river and up and down several hills, turning left under railroad into

Branford (90.5 m.).

Take left fork past Blackstone Library, down short hill and keep to right at next fork. Continue past Branford Driving Park, on the new North Turnpike, cross small bridge into

Guilford (98 m.).

Turn left, then right, to watering trough at southwest corner of "Green," then turn left and follow main road past Cemetery (on right), crossing railroad to East River (101 m.). Continue on Shore road through Madison and Clinton. Keep left across meadows, over two bridges to Westbrook. At church bear right on Main street, crossing bridge over Oyster River into broad macadam highway to

Old Saybrook (115.5 m.).

At fountain turn left on Main street, ½ mile, then bear right, crossing two railroads at grade. At signboard one mile beyond bear right a short ½ mile to ferry across Connecticut River. If boat is on opposite side, set signal and wait. Boat runs as travel demands, until 9 p. m. in summer. From ferry landing on opposite side go up steep hill, somewhat sandy, to

Lyme Center (118.5 m.).

Bear left at center, taking next turn to right, then direct, following telegraph poles, over fair gravel roads, and no bad hills. At watering trough bear left to Laysville (121 m.), continuing through East Lyme (127.5 m.) to Flanders (128 m.). Turn sharp right and into Bank street to State street.

New London (135 m.).

From City Hall, State street, go east, down hill past monument and Union station, over grade crossing to ferry at foot of street. Take ferry across Thames River to

Groton (136 m.).

Turn right on Thames street, down river with trolley. At large shipyard take left fork, away from river, under railroad, on good road to Poquonoc Bridge; thence follow telegraph poles up grade and poor road to "T" at summit of Fort Hill. Turn square left with trolley, then right and straight ahead to

Mystic (143.5 m.).

Cross Mystic River; at monument bear right with trolley and follow Shore road to end; then turn right across bridge to the "Green."

Stonington (148 m.).

At further side of "Green" turn left to Shore Road again. Cross railroad and continue direct over good road through Wequetequock and Pawcatuck. Under railroad and across Pocatuck River into

Westerly, R. I. (153.5 m.).

Straight through town, bearing left around schoolhouse, then up "Quarry Hill." At top, take right fork; ½ mile beyond take left fork. Continue through Ocean View, mostly macadam, direct to Quonochontaug (159 m.). At forks bear right, and three miles beyond turn right to

Charlestown (165.25 m.).

Straight through, bearing left at fork ½ mile out, onto State macadam, on which continue through Perrysville, direct over Sugar Loaf Hill, macadam all the way to

Wakefield (175 m.).

Cross railroad and bear right to Dale Carlia (four corners), see signboard. Here turn right, and just beyond railroad turn left into State highway, which keep direct to

Narragansett Pier (177.5 m.).

Turn left and follow macadam with many turns over Boston Neck to Narragansett Village. Here turn right short distance, then first left—just before reaching white church on the hill—to

Saunderstown Depot (184.25 m.).

Straight ahead over Barber's Heights, turning right at "T", then left, circling left down long hill, turn right at foot, and then follow main road to

Hamilton (187.75 m.).

Pass Power Station (on right); straight ahead, cross railroad and bridge, turn sharp right at mill, to

Wickford (189.5 m.).

Turn left at post office, cross railroad. At end of street turn right and follow main road, joining trolley at railroad five miles beyond, and then following on macadam road to

East Greenwich (196.75 m.).

Direct through town, macadam all the way past Cowesett to Apponaug (199.5 m.). Here turn right with trolley and follow, turning left at foot of hill and continue on macadam road, crossing railroad at Greenwood Station.

Hill's Grove (202.25 m.).

Straight on, keeping main road where trolley turns left; ½ mile beyond take left fork and soon meet trolley, which follow across through Norwood and across Pawtuxet River, past Roger Williams Park, via Elmwood, to Broad street, to Weybosset street, turning left with double track into Dorrance street, to City Hall, Exchange place,

Providence (209.75 m.).

From Weybosset street, go east across Providence River Bridge to North Main street; continue ahead one block on North Main, turn right up hill on Waterman street, passing Brown University (on right) to intersection of Butler avenue. Turn left, passing Blackstone Park direct into Blackstone boulevard. At intersection of East avenue bear right on same and continue, across Pawtucket avenue, straight ahead on East avenue, down long, steep hill, to trolley and Main street,

Pawtucket (214.5 m.).

Bear right on Main street and cross stone bridge, turning left with trolley into Broadway. At second fork short distance up follow right fork of trolley—Cottage street—meeting another trolley at Cemetery, and follow all the way through Darlington, keeping straight ahead (where branch trolley forks to right), through Hebronville and Dodgeville. At outskirts of Attleboro (where trolley turns sharp right) keep straight ahead under railroad arch into

Attleboro, Mass. (222 m.).

Turn square right under railroad arch and follow left line of trolley under railroad again and continue to Norton (227.25 m.). Turn square left with trolley and follow past Norton Reservoir (on right) direct to

Mansfield (232.5 m.).

Turn square left across railroad, still with trolley, then square right, State macadam, on left side of railroad to

Foxboro (235.75 m.)

Turn square right across railroad and follow main road direct to and over railroad bridge, meeting trolley, which follow through Main street,

Sharon (241.75 m.).

Keep straight through with trolley, swinging right into East Sharon, where turn square left with branch trolley into

Canton, (244.25 m.).

Cross railroad and keep straight ahead, following trolley to Ponkapoag. Follow trolley through Blue Hill avenue to Mattapan (253.75 m.). Keep same avenue past Franklin Field (on right) and Franklin Park (on left). At end of park turn square left into Seaver street and direct along farther side of park and straight ahead Eggleston square (intersection of Washington street). Cross square and bear right into Columbus avenue extension to Roxbury Crossing. Bear right again into Columbus avenue and direct to Park square,

Boston 261.25 m.).

New York City to Pittsfield, Mass.

Via the popular automobile road to Poughkeepsie, then through Millbrook, N. Y.; Lakeville, Conn.; Great Barrington and Lenox, Mass., to the Berkshire Hills. Distance, 152 miles.

From Columbus Circle go north on Broadway to Seventy-second street, where turn left two blocks and then right into Riverside Drive. Follow winding easy grades, past Grant's Tomb and across viaduct, bearing right into 135th street for one block, then square left into Broadway. At 156th street bear left into Lafayette boulevard. Follow this along river front to end near Inwood Station (on left below). Bear right on Dyckman street to intersection of Broadway, where turn left, following trolley under new subway extension, straight ahead across drawbridge over Harlem River and Spuyten Duyvil Creek, along left side of Van Courtlandt Park, to asphalt pavement at Yonkers city line. At iron fountain (13.5 m.) bear left, leaving trolley, on Broadway to Getty square,

YONKERS (14 m.).

One block from square turn sharp left to intersection Warburton avenue. Turn square right, past monument, via Warburton avenue with trolley to Hastings-on-Hudson (18.5 m.). Straight through, crossing small viaduct (leaving trolley). Past tablet (on right) marked "Washington's Headquarters, 1787," and bearing immediately right, past upper edge of Dobbs Ferry (20 m.). At stone church (on left) turn left and continue through Abbottsford to Irvington (22 m.). Follow broad macadam road over Croton Aqueduct through Irving to intersection of trolley at four corners.

TARRYTOWN (24.75 m.).

Straight through on North Broadway, past André Monument (on left), bearing left in church in fort just beyond, down grade across creek winding up grade past Sleepy Hollow Cemetery (on right) under aqueduct arch. Slow down passing through four corners just beyond in front of Scarboro Church (28.75 m.). Past nurseries on left to Soldiers' Monument,

OSSINING (31 m.).

Bear left of monument down grade, then winding up grade continue to schoolhouse (32.75 m.). Turn square left and around sharp right hidden curve through woods crossing two iron bridges over Croton River just beyond, and over dangerous grade crossing entering Croton (34.75 m.). Keep direct through village past station, up steep grades and sharp curves beyond. After crossing stone bridge (37.25 m.) bear left; at "T" in road, 1-3 mile beyond, bear left and shortly cross railroad bridge and continue to junction of trolley, which follow to right at fork (40 m.). Pass under railroad and take first right beyond; 1-3 mile further on turn square left with trolley into Washington street, bearing right into South street, bearing left into South Division street,

PEEKSKILL (42.5 m.).

Straight ahead into North Division street, up grade to fork, where bear left into Highland avenue. Descend long down grade (cautiously) to bridge; cross bridge, bear left, then bear right down grade (dangerous) to very sharp left turn across another bridge over Peekskill Creek to Innsville. Keep straight past old water wheel (on left), curving right up steep grade along ravine. At fork (45 1-3 m.), keep straight ahead and beyond, at sign, "New Road to Garrisons," bear right. Follow winding road through woods, short down grades, bearing right at (49.75 m.); 1-3 mile beyond keep right, sign "To Cold Spring." Keep straight ahead past stone church (on left) and follow Poughkeepsie signs; sharp right and left bends (51.5 m.), slowing down for long horseshoe curve ¾ mile beyond, with another sharp right turn just beyond that. At 53½ miles turn left, followed by sharp right, then a dangerous left curve over iron bridge. Turn immediately right straight ahead to iron fountain on outskirts of

COLD SPRING (53.25 m.).

At fork 1-3 mile beyond bear left through woods, and keep straight ahead past frame church (on right), direct on main road past Fishkill Mountain. At fork (61.75 m.) turn right, crossing iron bridge and railroad at grade into Fishkill Village (66 m.). Pass church and cemetery (on right), turning right into Church street, and continuing through four corners (66.75 m.) and again through another four corners ¾ of a mile further on. Then bear right past park, village of

WAPPINGER FALLS (68.75 m.).

Keep straight through, down grade across stone bridge, turning right and joining trolley, which follow on macadam road, past cemetery (on left) into South avenue, and past Soldiers' Monument (on left) into Market street, to Main street,

POUGHKEEPSIE (76 m.).

Turn square right into Main street and follow trolley past DeWitt Clinton Mansion (on left), keeping straight ahead, where trolley turns right to Vassar College. At fork two miles out (blacksmith shop) bear left, crossing railroad, up grade most of the way, and crossing railroad twice, entering Pleasant Valley (83.5 m.). Continue on main road and turn right into Washington Hollow (88 m.). Keep straight through, bearing right at fork 1 mile out, direct to South Millbrook (91.25 m.). Turn left at hotel, and ¾ of a mile further on turn square right cross railroad at

MILLBROOK (82 m.).

Straight through, up grade, bearing left; turn right in front of cobblestone arch (entrance to Dietrich place), thence direct east through four corners at Mabbetsville (93. m.), and continue same course to Lithgow (97.5 m.). Ascend steep grade 2¼ miles beyond to "T" in road at summit. Turn square right and descend very steep, winding grade to

AMEMIA (102 m.).

Keep straight ahead, crossing railroad 1¼ miles out, bearing right just beyond crossing and 1 mile beyond turn left. Cross two bridges and ½ mile beyond bear right to Sharon, Conn. (107.5 m.).

Turn square left up Main street to end, then bear right and follow main road past small pond (on right), direct road to Lakeville (114.5 m.). Pass under railroad, immediately turning right, then follow along left side of railroad to Salisbury (116 m.). At Soldiers' Monument take left fork—"Under Mountain" road—at signpost (123 m.), where right leads to Sheffield, keep straight ahead past two small ponds (on right), bearing right into

SOUTH EGREMONT, MASS. (127.75 m.).

Pass post office and bear left, and just beyond at fork, sign, "Great Barrington, 4 miles," turn right two miles beyond, turn left, cross Green River and across railroad into Maple avenue, which follow to intersection of Main street, turning left to center of

GREAT BARRINGTON (132.5 m.).

Go through with trolley to iron watering trough, upper edge of town, turn square right across the Housatonic River. Follow trolley, except where track leaves main road at foot of Monument Mountain. Turn right up short, winding curves, keeping good control, straight ahead across railroad and trolley tracks, passing station (on right) into

STOCKBRIDGE (140 m.).

Turn square right between monument and Red Line Inn, east on Main street to first fork. Take left, fine new macadam, narrow in places, but easy grades, pass beautiful residences, straight ahead to Episcopal Church (on right). Here turn left, straight ahead to monument,

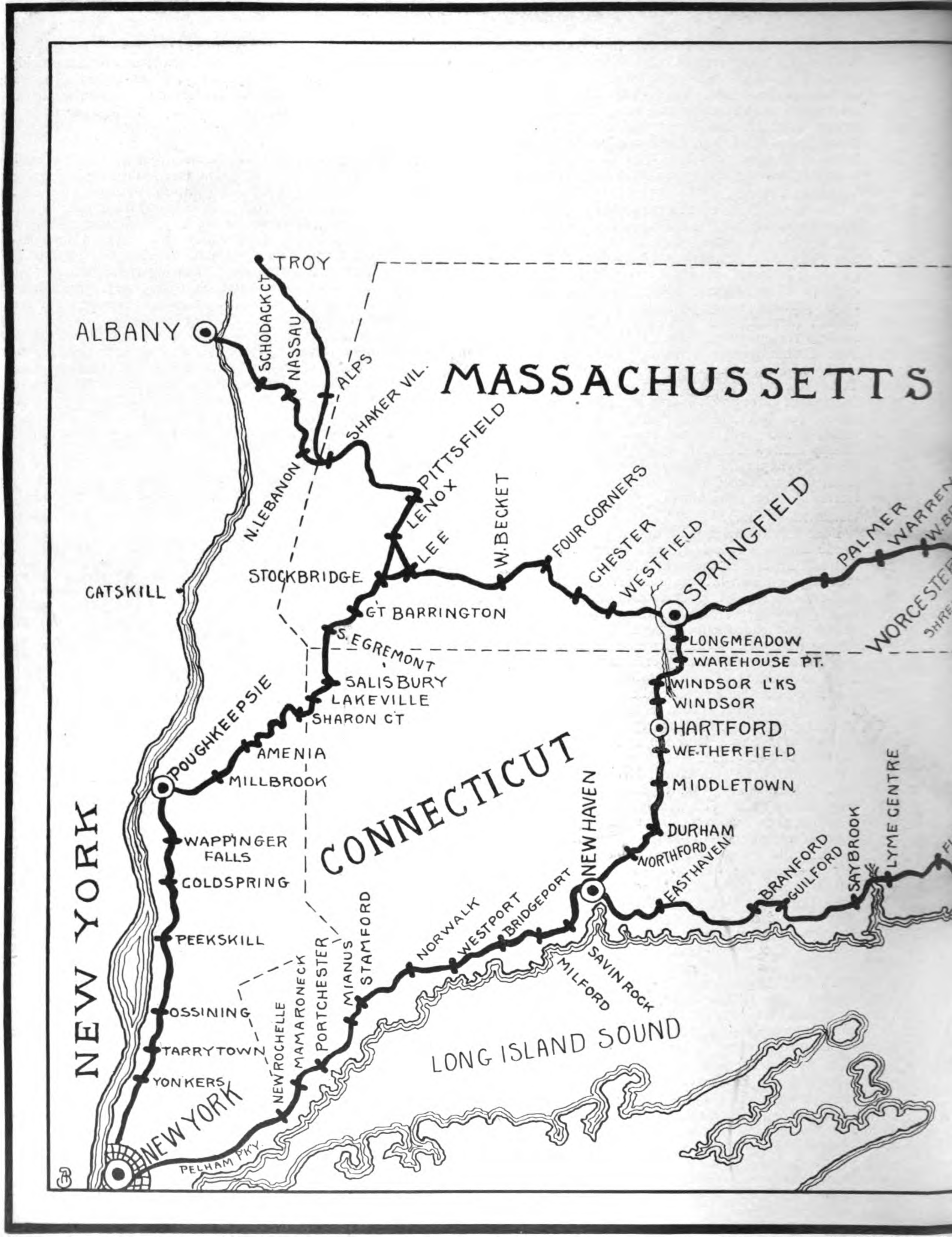
LENOX (146 m.).

In front of town hall turn square right and proceed direct up grade, State highway, and then down grade, meeting trolley, which follow through South street to Park,

PITTSFIELD (152 m.).

Albany, N. Y., to Pittsfield, Mass.

Descend Capitol Hill to Pearl street, first cross-street with car tracks. Turn right on Pearl street to South Ferry street (where single car track branches left). Turn left and continue straight over toll bridge across the Hudson River to Rensselaer. From bridge exit turn sharp right into Broadway, bearing left to block beyond to Columbia street. Past trolley station (on right) straight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SCHODACK CT
NASSAU
ALPS
SHAKER VIL.
MASSACHUSSETTS
PITTSFIELD
LENOX
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STOCKBRIDGE
W. BECKET
FOUR CORNERS
CHESTER
WESTFIELD
SPRINGFIELD
PALMER
WARREN
W.B
WORCESTE
SHRE
CATSKILL
G'T BARRINGTON
S. EGREMONT
LONGMEADOW
WAREHOUSE PT.
SALISBURY
LAKEVILLE
SHARON CT
WINDSOR L'KS
WINDSOR
HARTFORD
WETHERFIELD
MIDDLETOWN
POUGHKEEPSIE
AMENIA
MILLBROOK
CONNECTICUT
NEW HAVEN
DURHAM
NORTHFORD
EAST HAVEN
WAPPINGER FALLS
COLDSPRING
LYME CENTRE
SAYBROOK
GUILFORD
BRANFORD
NEW YORK
PEEKSKILL
NORWALK
WESTPORT
BRIDGEPORT
STAMFORD
MIANUS
PORTCHESTER
MAMARONECK
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TARRYTOWN
LONG ISLAND SOUND
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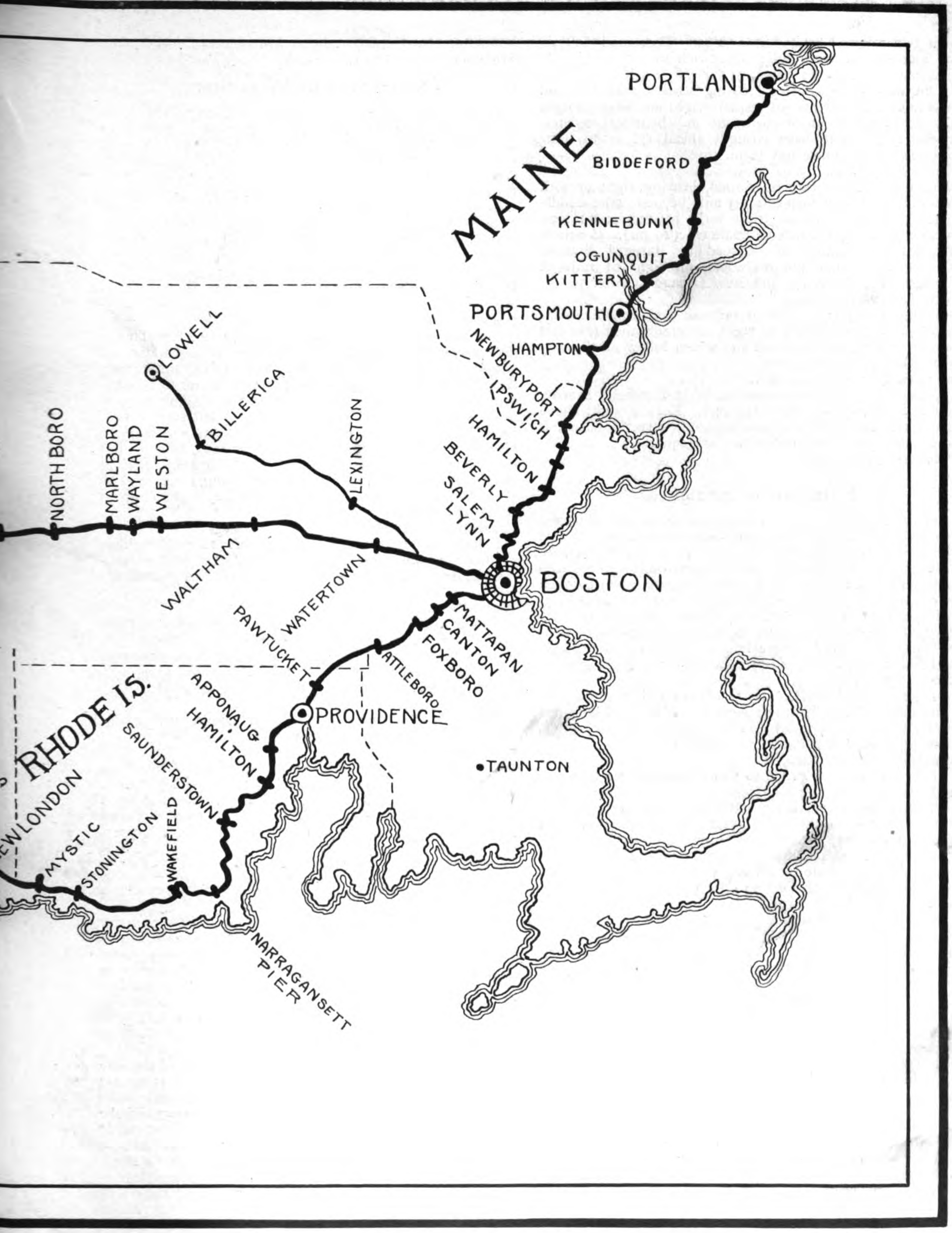
PORTLAND
MAINE
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HAMPTON
NEWBURYPORT
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BEVERLY
SALEM
LYNN
LOWELL
BILLERICA
NORTHBORO
MARLBORO
WAYLAND
WESTON
LEXINGTON
WALTHAM
WATERTOWN
BOSTON
PAWTUCKET
MATTAPAN
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FOXBORO
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PROVIDENCE
RHODE IS.
APPONAUG
HAMILTON
SAUNDERSTOWN
TAUNTON
EWLONDON
MYSTIC
STONINGTON
WAKEFIELD
NARRAGANSETT PIER

over two railroad bridges into Albany Post road, following macadam through East Greenwich to
Schodack Center (7.5 m.).

One mile beyond, after crossing stream, turn left and continue ¾ mile. Here turn square right and keep straight ahead to intersection of roads, 2½ m. Bear left and immediately to right, keep straight ahead 1½ m. to Four Corners; turn square left ½ m. to
Nassau (13.75 m.).

Keep straight ahead, hilly road, bearing right at fork two miles out, and then left 1-3 mile beyond; take middle road—straight ahead—at triple forks beyond, and 1½ m. further keep right direct to Brainard (19 m.). Continue through to crossing of railroad at Barnard Station. Thence direct dirt and macadam, on right of railroad through West Lebanon, and New Lebanon Center to
New Lebanon (27 m.).

Follow along right side of railroad 1 m. toward Lebanon Springs; turn sharp to right, up grade, then take left on new State macadam road and which follow all the way over Taconic Mountain to
Shaker Village (32.5 m.).

Cross over railroad bridge to West Pittsfield, bearing left to Lower Barkerville (34.5 m.). Keep straight ahead under railroad to intersection of South street. Turn left into South street and follow to Park square,
Pittsfield (37.5 m.).

Pittsfield to Springfield

The first portion of this route is mountainous, and from November 10 to May 10 is practically impassable. At this time of the year, however, the road can be negotiated with safety, if not with a great deal of pleasure, by riders who have plenty of time to spend. The route continues through Springfield, Worcester, Marlboro and Waltham to Boston.

From Park square, Pittsfield, follow trolley, cross railroad, via South street, State highway, easy grades to Lenox (6.5 m.). Turn square left in front of Curtis Hotel and follow macadam road past Laurel Lake (on right) to
Lee (10.5 m.).

Cross railroad and follow trolley to right; 1 mile beyond leave trolley, take left fork, macadam, and continue to East Lee (12.5 m.). Continue direct up the valley, passing Greenwater Pond (on right) to
West Becket (17.5 m.).

Take left fork up grade to fork 1¼ mile out; turn left and about 1 mile beyond ascend "Jacob's Ladder," very stiff grade, which should be attempted only by high-powered machines and then with great caution. Keep straight ahead, down steep grades to "Bonnyrigg Four Corners."

To avoid Jacob's Ladder, take right fork at West Becket at sign post before solitary post office and continue direct through North Otis to Otis (22.5 m.). Here turn square left, ascend several hills. At "Blind End" turn square right and continue to East Otis (26.5 m.). Just beyond hotels turn square left; ¾ mile beyond turn left and follow main road north (1,714 feet elevation), and three miles on turn sharp right and descend to
North Blandford (32.5 m.).

Continue direct, keeping to right at forks 1½ m. out, to Blandford (35.5 m.). Beyond meeting house, turn square left and descend the mountain to Russell (39.5 m.). Here turn square right and follow State highway, through Fairfield, 42.5 m., and on to Franklin street to intersection of Elm street, then right and follow trolleys to business center of
Westfield (47.5 m.).

Turn square left with trolley into Main street, and follow the valley crossing river, paralleling railroad, leaving trolley and passing under railroad. Turn left through Paucatuck Village, joining trolley and follow to West Springfield (50.25 m.). Cross north end bridge over Connecticut River, bearing right into Plainfield street to Main street, and under stone arch bridge to Court square,
Springfield (57.5 m.).

Springfield to Worcester

From Court square, Springfield, go south via Main street to State street (Masonic Temple on corner), turn left, follow trolley up grade past United States Arsenal (on left) to Winchester Park (1.5 m.), then follow left branch of trolley to St. Michael's Cemetery (on right). Bear right and follow direct main highway—Boston road—to junction of trolley, entering
North Wilbraham (11 m.).

Pass station, turn left under railroad, then right and follow line of railroad on left side to left turn (dangerous) at foot of grade across narrow bridge over Quaboag River. Cross railroad and bear right with trolley, entering
Palmer (16.5 m.).

Continue straight ahead through Main street to Thorndike street, then sharp left with trolley (Bank building on corner). Follow trolley north two blocks, turn sharp right and go straight ahead on State macadam to Blanchardville (18 m.), then under railroad twice (both dangerous blind turns), then straight ahead on left side of railroad, keep to left at next railroad bridge, *not crossing bridge;* follow main highway straight ahead, keeping left side of river, over newly graded State highway, passing West Brimfield Station (22 m.), following river road to West Warren (25.5 m.); here meet trolley and follow on State macadam to
Warren (28 m.).

Follow trolley through town across railroad bridge, gradually bending left, State macadam, over another railroad bridge, and keeping with right branch of trolley, entering
West Brookfield (32.5 m.).

Follow trolley, on State macadam, to Brookfield (34.5 m.). Turn right at hotel, then left at white church. At water tank beyond keep right with trolley over dangerous grade crossing on outskirts of East Brookfield (37.5 m.). Follow trolley, mostly on State macadam up grade to
Spencer (41 m.).

Follow trolley through village, up short, stiff grade, then down long grade on fine macadam road to
Leicester (46 m.),

At Common, where trolley turns sharp left (church on corner) continue straight ahead through village, down steep pitch, about 1-8 mile beyond hotel, connecting again with trolley, which follow direct through Cherry Valley and New Worcester via Main street, past Clark University (on left) to City Hall,
Worcester (52 m.).

Worcester to Boston

From City Hall, Worcester, east via Front street under railroad viaduct, bearing left side of Washington square across railroad tracks at grade into Shrewsbury street (Union Station on left) and follow trolley through new Shrewsbury street boulevard, down Belmont, past Worcester Insane Hospital (over to left) to and across narrow causeway at Lake Quinsigamond. Bear left with trolley up grade on State macadam road to
Shrewsbury (5.5 m.).

Follow trolley, winding State macadam most of the way to Northboro (10 m.). Cross railroad tracks at grade; at forks, outer edge of village keep left on State macadam, follow trolley all the way, bearing left around Lake William into Lakeside avenue. Turn left on West Main street, which follow past Soldiers' Monument to business center of Marlboro (16 m.). Straight through to intersection of East Main street; turn left on East Main a short distance to Middlesex square, where take right fork on State macadam and follow past Wayside Inn direct through South Sudbury (22.5 m.), crossing two railroads. Follow State macadam along left side of railroad, crossing same and crossing Sudbury River just before entering

WAYLAND (25.5 m.).

Cross trolley tracks and follow State macadam all the way to Weston (28.5 m.). Keep straight across railroad at Stony Brook Station, near Weston street, to intersection of Main street,

WALTHAM (31.5 m.).

Through Main street past Common and City Hall (on right) with trolley, bearing right a prominent fork. Cross railroad at Beaver Brook Station, still following Main street, trolley, through

WATERTOWN (35 m.).

Straight through, crossing railroad to prominent fork at eastern edge of city; bearing right into North Beacon street, past United States Arsenal (on left). Follow same street through Brighton and Allston direct into Commonwealth avenue (one thoroughfare), through Back Bay district to Public Gardens,

BOSTON (42 m.).

Portland, Me. to Boston

This section leads direct to Boston, via Saco, Biddeford, Kennebunk, Portsmouth, Hampton, Newburyport, Ipswich, Salem, Lynn and Chelsea. The roads are poor for much of the distance. There are side roads leading to numerous beaches all along the route.

From City Hall, Portland, southwest on Congress street, through Monument square, turning left into High street, and right into Danforth street. Bear right, straight ahead, past Western Cemetery; cross Vaughan Bridge over Fore River, following trolley over railroad straight ahead through Scarborough (6.5 m.) to

DUNSTAN CORNER (10.25 m.).

Continue straight ahead with trolley, crossing under railroad, direct into Main street,

SACO (15 m.).

Turn right into Elm street, cross Saco River (two bridges), and under railroad. Left into Lincoln street to City Hall (brick building, with tower),

BIDDEFORD (16.5 m.).

Turn left with trolley up slight grade and keep with tracks to right of monument. Where trolley turns left, keep straight ahead (Graham street), soon joining trolley again. Bear right to fork at drinking fountain, take left, leaving trolley, past cemetery, cross under railroad at West Biddeford (20 m.), straight ahead, avoiding all turns to

KENNEBUNK (25 m.).

Bear right in small park through Kennebunk with trolley, over poor road, crossing under railroad to Elms (28.5 m.), direct road with tracks to Wells (30.5 m.), Moody (32.5 m.), Ogunkquit Beach (34 m.), into

OGUNKQUIT (36 m.).

Where trolley turns left at Ogunkquit take right fork and continue straight ahead, stony road, avoiding left fork at Cape Neddick (40 m.) and left fork two miles beyond to

YORK CORNERS (44 m.).

Bear left at monument and follow trolley for 1½ miles across York River. Follow direct macadam, worn in spots, with telephone poles, keeping right at fork 5½ miles out, to

KITTERY (50.5 m.).

Cross Piscataqua River (15 cents toll), bearing left into Market street, across railroad twice to Market square,

PORTSMOUTH (51.5 m.).

From Market square go southwest on Congress street to Middle street. There turn left with trolley; take middle road when trolley turns to right and follow telephone poles when via Lafayette road, crossing over railroad and bearing left, avoiding right forks, crossing trolley again crossing over railroad, bearing right to intersection at forks of trolley in

HAMPTON (62.25 m.).

Continue straight ahead with trolley, crossing railroad through Hampton Falls (64.75 m.) and Seebrooke (66 m.), to Smithtown (67.75 m.). Take road with middle fork of trolley and continue with trolley under railroad to

SALISBURY, MASS.

Straight ahead with trolley along railroad (on right), across toll bridge over Merrimac River into Winter street, which follow, turning left to High street, and on to intersection of State street,

NEWBURYPORT (73 m.).

Continue with trolley down High street, bearing right through Newbury, over State macadam, past Newbury Old Town, crossing Parker River and direct south through Burke's Corner to Rowley. Continue on through Main street, meeting trolley just below town, which follow across railroad into

IPSWICH (85 m.).

At square by church, turn right, following trolley south a short distance, keeping straight ahead (where trolley turns left), then follow, partly over State macadam to Hamilton (89.5 m.) at prominent fork turn right and cross railroad, bearing left along same to Hamilton-Wenham Station. Keep left with trolley over State macadam passing Wenham Lake (on right), direct past North Beverly Station. Bear right, then left, with trolley, crossing railroad, Rantoul street,

BEVERLEY (96 m.).

Continue to end of Rantoul street, bearing short right, then left, and cross long bridge into Bridge street,

SALEM (98 m.)

Straight ahead from bridge exit to intersection of Winter street, where bear left to Common. Turn right along side of Common to end of same, then ahead one block on Brown street to St. Peter street. Left on St. Peter street to Essex street, then along a half block, turning left into Lafayette street, following trolley to State Normal School at lower edge of city. Bear right at school to Loring avenue, direct but winding road to bridge across small stream, then straight ahead short distance with trolley. Where trolley forks bear right to Phillips Beach Station, cross railroad and bear right through Swampscott. Pass Monument square and short distance ahead turn right into Ocean street, to intersection Mahant street, Lynn. Turn right up Mahant street three blocks to Broad street and left about two blocks to Washington square (small). Bear right into Exchange street, through Central square into Capitol avenue, to City Hall square,

LYNN (105.5 m.).

Through North Common to intersection of Western avenue at Market square. Bear left into Western avenue and continue direct south across the marshes (good roads) to Revere. Follow trolley into Broadway, Chelsea. Continue on Broadway through Chelsea square to and across Mystic River Bridge, straight ahead on Chelsea street, past railroad docks and navy yard to City square, Charleston. At square turn left one long block, across Charles River Bridge into Boston. Straight ahead from bridge into Washington street to Adams square.

BOSTON (116 m.).

Lowell to Boston

From City Hall, Lowell, follow trolley through Merrimac street, turning right to Central street, past railroad station into Gorham street, passing fair grounds (on left) and cemeteries (on right). Where trolley turns left keep straight ahead, crossing Concord River, immediately turning right, joining trolley again and cross railroad to

BILLERICA (6 m.).

Take right branch of trolley, leaving town. Cross railroad and continue through Bedford Springs to

BEDFORD (11 m.).

Turn left at center of town, drop trolley, cross railroad, meet trolley again and follow over State macadam, crossing railroad again at North Lexington Station, and follow trolley to Common,
Lexington (16 m.).

Pass Common, bearing right with trolley through East Lexington and suburbs of Arlington Heights to Arlington (20.5 m.). Pass Old Cooper Tavern and Soldiers' Monument (route of Paul Revere's ride). Cross railroad, bearing right with Massachusetts avenue to North Cambridge Station. Here bear right across railroad, direct past small Common (on right) and Harvard College buildings (on left). Turn left at square, college buildings still on left, then straight ahead with trolleys through Cambridge and Cambridgeport to and across Harvard Bridge into Massachusetts avenue and Beacon street,
Boston, (27.5 m.).

New Haven to Springfield

A popular route, mostly macadam for the whole distance, via Middletown to Hartford, crossing Connecticut River at Windsor Locks, thence on east side through Long Meadow.

From College Green, New Haven, north through Temple street, straight ahead into Whitney avenue, with trolley. Leave trolley about 1 mile out and turn square right into Lawrence street; continue to end of street, turn left into State street, join trolley, and follow short distance to Main street (about 1320 State street). Turn right, past iron fountain and across bridge over railroad. At once bear left into Middletown avenue, good macadam, which follow down grade across iron bridge over Quinnipiac River and under railroad tracks. Keep straight ahead on macadam road, crossing trolley tracks east of village of Montowese (4.5 m.). Follow telegraph poles, good country road, with stretches of macadam, to
Northford (10.5 m.).

Keep on main road—Durham turnpike—to "flats", bearing left after crossing same, fine road, through Durham Center, to
Durham (19.75 m.).

Straight ahead north, bearing right at all forks, easy grades and good roads, direct into Durham avenue, across causeway, meeting trolley, which follow via South Main to Union Park. Turn right to far end of park, then square left into Main street and straight ahead to business center,
Middletown (26 m.).

At end of Main street, immediately after crossing railroad bridge, turn square right, past St. John's Church (on left), swing to left with trolley; cross railroad and keep straight ahead (passing bridge entrance on right), on macadam road, bearing left at fork, across railroad, to
Cromwell (29 m.).

Cross railroad again and bear left up hill, keeping main road to church in triangle (on left) at Rocky Hill (34 m.). Take right fork past church, then bear left, straight ahead to railroad, which cross to South Weathersfield. A short distance beyond make sharp left and right bends, meeting trolley at
Weathersfield (38 m.).

Follow trolley past State Prison (on right), bearing right with same into Hartford avenue across railroad into Main street to City Hall,
Hartford (42 m.).

Follow trolley north on Main street, bearing right at stone fountain (on left) into Windsor avenue, macadam road, continuing with trolley all the way to
Windsor (47 m.).

At upper end of "Green" take right fork with trolley, slowing down for short, blind turn under railroad with narrow passageway. Cross trolley tracks just beyond and then straight ahead to covered bridge over Farmington River. Keep straight ahead, still following trolley, some macadam road, passing Hayden Station (on left) over narrow and somewhat sandy road. Where trolley turns left over railroad keep straight ahead, close to river, shortly crossing both railroad and trolley. Pass stone Memorial Hall and brick church (on left) on Main street,
Windsor Locks (52 m.).

After passing church, take first right turn across railroad at grade and across Suspension Bridge over Connecticut River. Straight ahead from bridge exit to small park,
Warehouse Point (53 m.).

Turn square left with trolley, then follow past railroad station and freight house up short grade, at top of which turn left and continue direct to Enfield. Just above, where trolley diverges right and left, keep straight ahead on main road, meeting trolley again, and follow past State Line Grove. Curve left down grade onto fine macadam road, between rows of tall elms at
Long Meadow, Mass. (63.5 m.).

Follow trolley down grade on long double curve, macadam road, to fork near entrance to Forest Park (on right). Here leave trolley, keeping to left, then bear right onto Pecousic avenue, fine broad macadam, passing South End Bridge (over to left), soon turning right, then winding left to intersection of trolley and Main street, and follow to Court square, center of
Springfield (69 m.).

Thief Made Haul in Detroit

ON July 21st, a man giving the name of Lewis Ferris called at the store of the Economy Cycle Supply Company at 57 Grand River avenue, Detroit, Mich., and asked to look at some motorcycles. He was given a demonstration, and allowed to take a machine out on the 23d and 24th for a ride. On the 25th he called at the store and presented a check for $250, which he said had been sent him by his father. He was given $30 in change and instructed the firm to ship the machine to Grand Rapids on the following Monday. On Sunday, however, he asked permission to ride it to see a friend on the East Boulevard. He obtained the machine at 3.30 and left at 4 on the D. & B. boat for Buffalo.

The check was a forgery and a reward of $50 has been offered for the arrest of the thief and recovery of the machine, and dealers are notified to be on the lookout for it. The machine was a Harley-Davidson, single cylinder, color gray, with tandem attachment and two saddles. It has a 3½-in. motor, with the number 2104 on the crank case and cylinder head. Ferris was about thirty years of age, 5 feet 9 inches tall, 225 pounds weight, light complexion, smooth face, well dressed and spoke with a German accent. He left his grip at the Griswold House, and the laundry mark on underwear in it is Kraft-Funk. Address communication to Superintendent of Police Downey, Detroit.

J. H. MURPHY, secretary of the Franklin Agricultural Society, plans to add a motorcycle race to the attractions for the annual fair at Springfield, Mass., in September. The prize will be a silver cup and the race will be limited to Franklin county cyclists.

SOME motorcycle events will probably be put on the card for the automobile races on Aug. 22d and 23d at San Rosa, Cal. It is quite likely that a hill-climbing contest will be the feature of the program.

PROVIDED the consent of the Police Commissioner can be obtained, the National Capitol Motor Club, of Washington, D. C., will hold a hill-climb in or near that city in the near future.

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General Editorial and Business Direction
F. P. PRIAL

LEROY COOK - - - - - - *Editor*
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L. H. CORNISH WILLIAM R. SHANNON

A Field for Development

A FIELD is opening up for the motorcycle in practical, daily, business use. In fact, it may be said the field has already been opened. The ground has been barely broken, however. Every day reports of the successful use of one machine or another over some Rural Free Delivery route reach us. The telephone and telegraph companies find them invaluable in their business. A lineman can go out and cover miles on a motorcycle where he covered yards before with a horse and rig. Where it used to take half a dozen men to inspect ten or twelve miles of lines, each man doing his little two-mile stunt, now one man can do the whole thing. Then the doctors are making use, more and more, of these handy little machines on their calls. One horse cannot travel day and night; the doctor necessarily needs two of them in his stable. His motorcycle, however, is always ready, day or night.

Then the business man, or even the mechanic, can own his machine and ride back and forth to his business at a cost far under that of any other means of transportation. He can be independent of the railroads, and have his summer home back in the hills or along the ocean, where property values are low. Then, again, package delivery systems are being inaugurated in several of the different cities. These are aside from the tricars that are used for delivering laundry and other light merchandise. They have been started as a business venture by a few far-sighted gentlemen who have realized how really cheap motorcycle transportation is. Packages can be delivered at a much lower cost and with a larger margin of profit than by any of the methods now in vogue.

The Day of the Lightweight Will Come

WE live in an age of hustle and hurry, and it is only natural that this craze for speed should make itself manifest among the riders. High-powered, swift-moving machines are in demand. While the demand as yet has not exceeded that of the smaller machines, it is a fact that this demand is still growing. A tyro buys his first machine, a single-cylinder of about 2½ h.p. being the height of his ambition. He rides it for six months, and

ellows have made him "eat dust" on a
he sells his little machine and he buys
affectionately calls his "Big Six" or some
ate name.

on is bound to come, however, and the light-
chine will have its day. Already some of the
urers are catering to this demand and fostering
ery possible way. It is realized by them that the
mania will not last, that where it does a man will
ssarily need two machines, one an out-and-out racer
which he can hold his own on track or road with anything in his class, and the other a light, comfortable, noiseless machine that will carry him at a moderate pace over all but the most severe roads.

Too Much Thieving

THERE are altogether too many machines stolen. Day after day reports are sent out to the different agents and dealers throughout the country to be on the lookout for this or that machine, which has been stolen. The pet method of this style of thief is to make himself known to a dealer, or sometimes to an individual, as a prospective buyer, secure the machine for a trial run or demonstration. When once he is out of sight he travels as fast as possible to some place where he can dispose of his booty. It is an easy matter to mutilate the engine number and to so alter the appearance of the machine that its owner would probably fail to recognize it. The one way to stop this thieving would be to allow no demonstrations unless the unknown rider is accompanied by an employee of the sales agent.

Organization Is a Good Thing

IT is cheerful news to read of the organization of motorcycle riders into clubs all over the country. The simple fact that there are enough riders in a town to organize a club is an augury of the popularity of the motorcycle there, and an indication that the modern business methods which have been installed in the manufacture and sale of machines during the past year have been successful, and are meeting with the reward they deserve. The agents and dealers sell their machines and make riders, the riders form clubs, the clubs in turn create an interest in the sport that is otherwise lacking and make converts to the game, these in turn buy machines from the agents. It is a game of ring-around-a-rosy, and everyone who plays is happy.

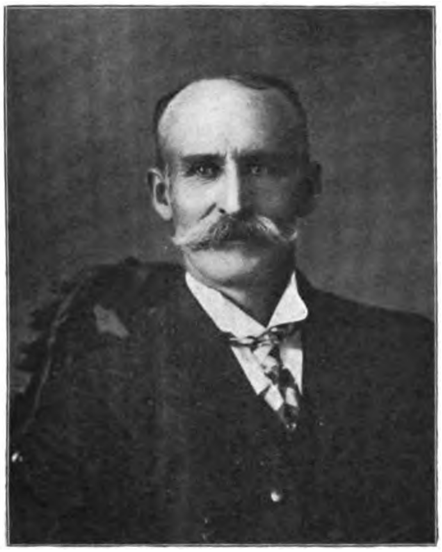
Use Common Sense When You Ride

A WORD of caution to riders who get out and "burn up" the roads is not out of place. From all over the country complaints are registered against the speeding of motor vehicles. It is pleasing to know that there is much less objection evidenced toward the motorcycle than against the automobile, and that fewer accidents are attributed to the former. The fact that the smaller machine is much more readily handled, and can avoid danger quicker than the big machine, detracts but slightly from the danger which lurks in high speed. This danger should not be minimized in the least. The safe and sane use of the roads should be advocated by all, especially the clubs, whose words of warning will carry weight.

WE print an article "Why Motorcyclists Should Join the F. A. M.," by Earle L. Ovington, the recently elected president of that organization. He points out what the F. A. M. stands for, some of the things it has accomplished, what it does and will do for its followers, and shows in a clear and concise manner the benefits that are to be derived by its individual members. His words should have attention.

Pacific District's Vic

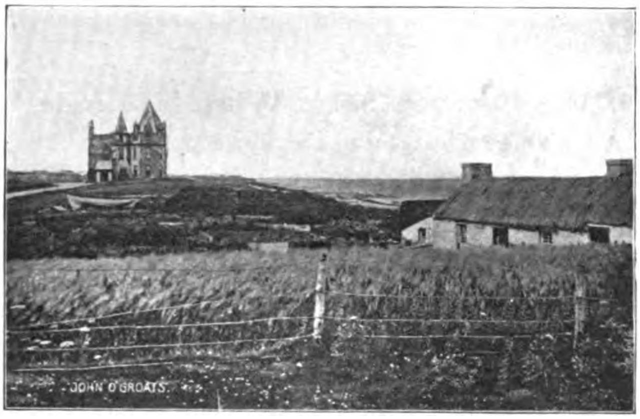
THE Vice-President of the Paci reelected at the annual F. A. M New York City last month to sc in this capacity, is R. K. Holmes of



po tia, i. the p years he h a rider and been in the trac for four years, handling the R-S. Now he is building the H. & H. machine, which has been marketed locally, and which has met with quite a success on the road and in track races. He is a member of the Los Angeles Motorcycle Club.

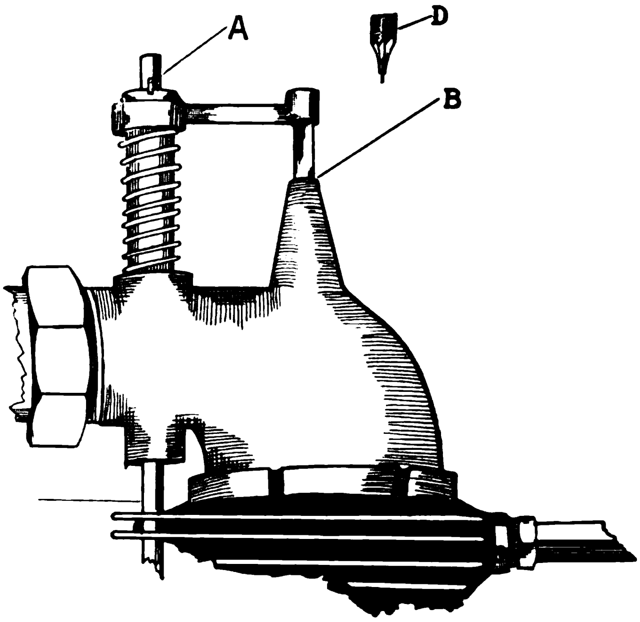
A LARGE number of riders and owners were present at a recent meeting held by the Sports Committee for "Troy Week," and arrangements were made for a road race to be held on Wednesday morning, Sept. 9th. Competitors will be residents of Troy (N. Y.) and vicinity, and the course will cover a distance of 12 miles, with the start and finish in front of Rensselaer Park.

RIDERS in Omaha, Neb., will find themselves in hot water unless they observe the speed laws in future a little closer than they have done in the past. Mayor Dahlman has instructed the police to enforce the regulations against motorcyclists as well as automobiles, and he expects also to have an ordinance passed to compel every owner to muffle the exhaust from his motor.



THIS picture was reproduced from a postcard received by Eugene Kircherer, N. S. U. Motor Company, 206 West Seventy-sixth street, New York City, from S. W. Carty, mailed from John O'Groat's by him on his arrival there in the End-to-End Trials. The face of the card reads, in addition to the address: "Saturday, July 18th, 1908, 4.38 P. M.—Just arrived, all safe and sound, on my 3¼-h. N. S. U., after a wicked and terrible journey. Rain all the time. S. W. Carty."

trou many strong stuck, and he had foolishly injected some lubricating oil in the priming-pin orifice to loosen it. Then he had mounted and ridden a short distance, only to find that the oil had charred and stuck his valve so tightly that he not only could not push the valve down, but could not remove the valve dome.



With the help of a little kerosene oil, a quantity of which an experienced rider always carries, and a little patience and perseverance, the things were gotten to moving fairly well. In the conversation following, the valve arrangement of the N. S. U. was discussed and how nice everything would work if a similar incident should happen to it.

In removing the mechanical intake valve rod, which is done in a moment, the writer dropped a small rod (B), which rolled into the creek below, leaving him, as his companion said, "up against it" and worse off than he. His eyes were opened, however, when the rest of the mechanical arrangement was removed in a very short time by simply taking out the pin (A), and after inserting a lead pencil (D) at (B) the machine was started off up the hill as though nothing had happened. It was necessary to renew the wooden plug twice in covering the distance home, forty-one miles.

AN application has been made to the F. A. M. by the Hartford (Conn.) Motorcycle Club for a sanction to hold a hill-climbing contest on August 29th. Entry blanks will be sent out through New England just as soon as the sanction is secured, and it is hoped to secure a large entry from Connecticut and Massachusetts riders.

CLUB NEWS

A PERMANENT organization of Council Bluffs (Ia.) motorcyclists and automobilists was effected at an organization meeting held in the "Dutch Room" of the Grand Hotel in that city on July 31st. The association will be known as the Council Bluffs Automobile and Motorcycle Club, and officers were elected as follows: Dr. Donald Macrae, president; Dr. T. B. Lacey, vice-president; Thomas Farnworth, secretary; J. G. Wadsworth, treasurer; Maurice Wollman, executive.

During the two hours and thirty minutes of the session many subjects of vital interest were discussed by the party and plans were talked over for the abatement of these evils. Everyone present expressed himself as being heartily in favor of seeing that the city ordinance with regard to speeding be rigidly enforced. Likewise they are not in favor of seeing cranks on the subject trying to give the motorist the worst of it.

President Macrae broached the subject of good roads. The suggestion that the organization as a body cooperate with the officials in maintaining good drives throughout the state, and particularly in and about Council Bluffs, was well received. A committee probably will be appointed to care for this matter. At the next meeting of the organization a number of committees will be appointed to look after the trials and tribulations and also the jubilations which will put in an appearance as the association grows. The officers will act as a board of directors or governors, their titles to be decided on at a later meeting. Outside of the four officials, Maurice Wollman will be a member of the board of directors, making a total of five members for that body.

In the proposed constitution and by-laws it is stated that the organization is to be both social and protective—social in so far as the furthering of the social welfare of the members is concerned; protective in so far as the "prevention of unjust legislation" is concerned. It will be the duty of all members of the association to do their utmost for the enforcement of road and speed ordinances and the punishment of violators of such ordinances. It is therein stated that any member known to have violated the speed ordinance of any city shall be suspended from membership in the organization.

SUNDAY afternoon, July 26th, twenty-five riders from Cheshire County gathered in Keene, N. H., and discussed the feasibility of forming a county motorcycle club. They met in front of the Sentinel Building, and after a short parade around the square, rode to the Citizens' Electric Company's grounds, where the meeting was held on the lawn.

C. C. Wilber of Keene was chosen temporary chairman, and after a full discussion of the plans for an organization, committees were chosen to frame a set of by-laws and provide for membership. The committee on by-laws is C. C. Wilber, G. Fred Little, Glenroy W. Scott, Frank E. Leonard and H. L. Ricksford; on membership, George Cross, C. E. Harder, John Hanrahan, Leander Page, Joseph Landry, Clyde Partridge, Joseph Watson, George Robertson, Fred Morse, R. H. Abbott and C. E. Bissell.

No name for the club was chosen at this meeting. It is the intention to promote the social side of the sport as well as provide for runs, races, etc. Those present were: John Hanrahan and H. L. Ricksford of West Swanzey; C. E. Hill of Swanzey; Jasper Landry of Marlboro; Leander Page of Spragueville; Fred Harder, Dean Scott, James Butler, Frank E. Leonard, Clinton Harder, George Cross and Roy Scott of Winchester; Harry Lewis, Fred Morse, C. C. Wilber, James Greene, G. Fred Little, R. H. Abbott, E. C. Carpenter, Norman Collier, Harry Dean, James D. Eames, J. E. White, Henry Lake and Guy Lombard of Keene.

There are several other enthusiasts in Keene and neighboring towns who have signified their intention of joining should a club be formed. Among them are: C. E. Bissell of Bellows Falls; Clyde Partridge of Marlboro; O. D. Barney, George Emerson, George Scott, B. F. Woods and James Philips of Winchester; Lewis J. Carpenter, A. E. Eames, George Howard and E. J. Richardson of Keene.

THE Troy Motorcycle Club was organized at a meeting held on Aug. 7th at the store of E. H. Brunelle on Fulton street, Troy, N. Y. The following officers were elected for the first year: President, Jesse B. Wilbur; vice president, E. H. Brunelle; secretary and treasurer, E. H. Barrett; road captain, William Jordan. The club will hold regular meetings on the second Tuesday of each month. It was planned to have a run to Pittsfield and North Adams, Mass., August 16. The charter members, besides the officers, are: J. W. Mabee, Nelson L. Bills, Bert Grant, James Miller, Robert Lansing, Fred Lansing, John Capelle, Arthur Fonda, Louis Fountain, C. E. Bonesteel and Alfred Brown.

THE official run of the Baltimore (Md.) Motorcycle Club on August 2d, to Frederick and return brought out seventeen enthusiastic riders, many of whom were new men, but all enjoyed the trip. Captain W. S. Fisher is planning a two-day trip to Hagerstown and Harpers Ferry the latter part of this month. The trip will be made by easy stages, and he would be very glad to furnish any information to riders who wish to join the run. W. Rayner Straus, Nelson Johnson and Howard A. French are planning to take in the trip, which abounds in fine scenery and good mountain roads.

THE riders in Oakland, Cal., met and organized under the title, "The Oakland Motorcycle Club," on July 24th. The meeting was held at 377 Twelfth street, and temporary officers were elected and a committee was appointed to secure headquarters. The new club will enter teams in coast contests and will hold club athletic matches. The temporary officers were elected as follows: George A. Faulkner, president; L. G. Fitzsimmons, secretary; R. L. Ainsworth, treasurer. Fifty members have signed the roster.

THE PRACTICAL SIDE

FOR TELEPHONE SERVICE: R. F. D. ROUTES: POLICE DUTY

SOME very interesting views as to the practicability of the motorcycle as part of the equipment of a "troubleman" are given by E. C. Odell, of the Vinton & Benton Telephone Co., Vinton, Ia. He says:

"The motorcycle calls for an investment of $200. The interest on this investment, at 6 per cent., would be $12. We will say that you only use the machine 10 times in a year, and it is on trips that will average 40 miles. In order to give you more time than you would know what to do with, we will say that it will take five days to do this work. Figuring a man's time at $3 per day, we will have $15 for labor, and allowing $1.60 for gas and oil, we have a total expense of $16.60.

Now, supposing we take a livery ten days at $3 for feed and team, $30; one man at $3 per day, $30; total expense $60.00
Total expense man and motorcycle, $16.60............ 16.60

Balance in favor of motorcycle................ $43.40

"This does not call for further remarks to justify the motor being placed in the front seat. Before the year is up, I will have made at least 50 such trips.

"A great deal of our farm line trouble can be and is located in some telephone on the line. In such cases it is plainly to be seen that the motor has the inside track. If your trouble is only out a mile or two, a man that knows his business can jump onto a motorcycle, run out and clear the trouble and be back to the office by the time the average liveryman would hitch up a team and deliver it at your office. And if the trouble should be out 10 or twelve miles, so much the better, the motor will gain accordingly.

"Some men claim that they have trouble in locating a cross when riding the motor. Well, I will say this, if these men will do the same when riding a wheel as they do when driving a team, viz., when in doubt get out and look and make sure, then they will not pass a cross, but of course, a 'motor' runs so nice that they hate to stop; but they should do so and not lay the blame on the machine.

"I have ridden a good many miles, and I have my first case of trouble to pass by. If the boys cannot find a cross on a motorcycle, there is just one of two things the matter. It is either the wrong man with the right machine, or the right man with the wrong machine. If the motorcycle should be used only in cases where the trouble is definitely located before leaving the office, it will pay an interest of from 100 to 500 per cent. on the investment.

"The motorcycle should be owned by the company and put in charge of some good responsible troubleman, with the understanding that it shall be used for the company only. The idea of using the machine for pleasure trips, evenings and Sundays, and coming to the office mornings with the machine looking like a man does that has been out on a drunk, is not the proper way to test out the value of a motorcycle.

"Have a place at the office to keep the machine, and 15 minutes before quitting time have the man that rides it run it in and clean it up and take care of it the same as he would a horse. It will not do for him to ride it home, run it in the woodshed or some other place and let it stand over night or maybe two or three days without any attention in the way of care.

"I have ridden a motorcycle for about eight months and I no more think of putting the machine away without cleaning it up than I do of eating my breakfast without washing, and if you will see the machine, you will be compelled to say it pays to do it.

"If you use a motorcycle, study all the time to learn the most capable and efficient modes of handling and running it, and it will not be a question with you as to whether it is a success as a troubleman's friend or not, but a question as to whether you can get along successfully without it."

ONE of the carriers out of Wabash, Ind., I. W. Krider, set a record on the 3rd of this month for the delivery of mail on his R. F. D. route that speaks eloquently for the motorcycle. On the morning of that day he left the post office at 7.45 and was back at the office, after running a distance of twenty six miles and stopping at 124 mail boxes to deliver or to receive mail, at 10.46 o'clock.

Krider has been delivering the mail on his route for some time on a motorcycle, and no matter what the condition of the roads he always makes better time than it is possible to make with a horse and rig.

The above, however, was his record run, as, counting in the stops, which are killing to speed for a long run, he made the trip at better than six miles an hour, with an average of five stops to a mile, where he had to bring his machine to a complete stop, place the mail in the boxes and start up the machine and again try to gain full speed with a stop only one-fifth of a mile ahead of him.

RURAL CARRIER HADLEY, on one of the routes from Iowa Falls, Ia., is demonstrating that the motorcycle in the rural carrier service may become a new factor in the delivery of mail on the R. F. D. routes of the country. He has just put a machine in service and the saving in time is remarkable. His route is twenty-five miles long and he serves seventy five persons. He can cover the route and stop at each of the boxes on his route in two hours, and claims he can even reduce this record a half hour. Heretofore, with the old modes of conveyance he has required from six to eight hours, so that the new method of transportation makes such a big saving in time that it is attracting the attention of other carriers.

THE City of Toledo is about to add twelve more motorcycle policemen to its present squad of eight. The Indian machines in use in this city have been operated with a great deal of success.

CHIEF OF POLICE FRANS, of St. Joseph, Missouri, is enthusiastic over the success of the motorcycle as an adjunct to the Police Department. He regards it as one of the most valuable equipments of the service. "The value of the motorcycle lies in its ability to get an officer quickly to a point where he is wanted," said the chief. "When people send in a call for a policeman, they want him in a hurry, and if he has to wait for a car or walk he usually arrives too late. Then those who send in the call are disgusted with the slowness of the department. A man on a motorcycle can get to almost any part of the city in five or six minutes. This puts him on the spot in time to be of some service."

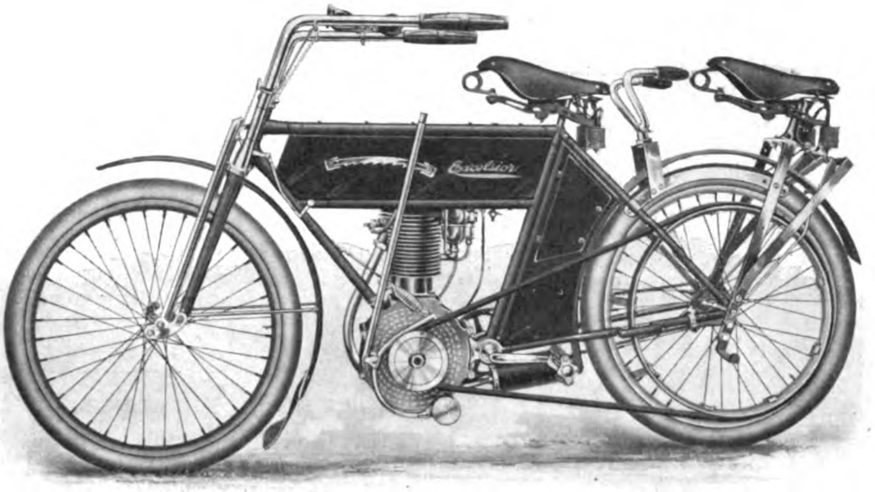
THE motorcycle is coming into its own out in Arizona. The contract for carrying the mail between Tucson and Twin Buttes, a distance of about twenty-five miles, has been taken away from a railroad by a man who will perform the service on a motorcycle. His name is H. B. Kroeger, and his compensation is to be $85 a month, a price materially less than demanded by the railroad company. The contractor will leave Tucson at 7 o'clock each morning, arriving at Twin Buttes at 9.30, returning each afternoon, with a time limit of two and one-half hours.

ONE of Boston's progressive newspapers has established an information bureau for the benefit of its readers who are looking for attractive summer resorts in New England. In order to get his data at first hand, the head of the bureau has been going over the ground personally, making his trips on a motorcycle, and in that fashion has covered a greater area, and with more despatch, than if he were traveling by train or trolley.

THE El Paso, Tex., Indian agent, J. F. Zimmerman, has inaugurated a parcel delivery system in that city, and will distribute packages weighing up to fifty pounds within the town limits at 10 cents each.

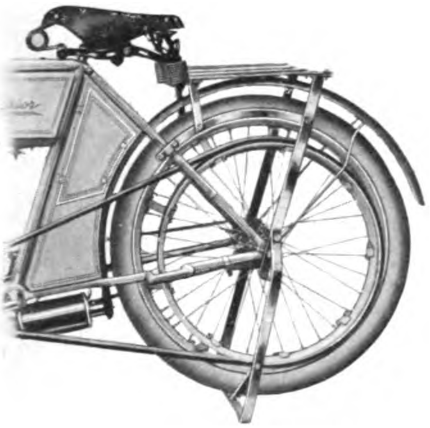
EXCELSIOR

TANDEM ATTACHMENT, LUGGAGE CARRIER AND STAND



¶ Made of steel throughout and heavily nickeled. ¶ Can be attached to almost any motor cycle without alteration or necessity of drilling and thus weakening the frame. ¶ The tandem attachment is designed for the use of any handle bar and saddle, and is furnished without either, leaving the selection to the purchaser. ¶ The luggage carrier is beyond question the strongest and most durable ever placed on the market, with a deck or platform of four steel bars

¶ The stand when not in use is held in place by a spring latch that HOLDS, but is instantly released by a slight pressure of the hand. When in use the base is broad and the stand solid enough that the motor may be run at any speed without danger of tipping over or accident



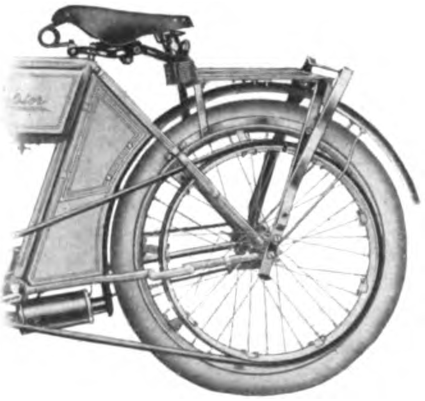
STAND IN USE

The price of the Luggage Carrier complete and ready for attachment is

$10.00

The Tandem Attachment complete except handle bar and saddle

$15.00



STAND FOLDED

We offer a liberal discount to dealers that makes this one of the best paying accessories on the market

---

EXCELSIOR SUPPLY COMPANY
(Established 1876)
233-237 RANDOLPH STREET CHICAGO, ILLINOIS

WHAT THE AGENTS SAY

Kansas City, Mo.

OUR motorcycle business is fairly satisfactory and the interest in the sport is growing very rapidly. Kansas City is particularly fortunate in having some 17 miles of the best boulevard roads to be found in any city in the world. Thanks to our County Court (which has full supervision over the county roads), we have to-day over 45 miles of the best county roads to be found anywhere, and every foot of these roads has been thoroughly covered with road oil, making them free from dust and a pleasure to use.

While Missouri has at times been referred to as "Poor old Missouri," largely due to the fact of having miserable roads, this part of the State is to be congratulated that the name no longer applies to this vicinity. The good road movement has taken firm root in the State, and we prophesy that within two years' time we will have one of the best roads across the State in the Union.

Schmelzer Arms Co.
Per Chas. J. Schmelzer.

Portland, Ore.

MOTORCYCLE business in our territory has been very satisfactory during the season of 1908, and our sales have increased several hundred per cent. Of course, we do not have the best roads in the world in Oregon, but nevertheless there are going to be many more riders next year than this.

The motorcycle business had a set back a few years ago, on account of a number of inferior machines being sold, which gave endless trouble, so it is very difficult to make a sale to any one who had any experience with these old motorcycles, though we have succeeded in convincing some of them of the absolute reliability of the modern machine.

The high-powered machines are the most popular here, and we believe that the sales next year will run largely to twin-cylinder models. It is our expectation to sell at least twice as many during 1909 as we did this year.

Yours, respectfully,
Ballou & Wright.

Portland, Oregon.

Buffalo, N. Y.

TRADE conditions for the month of July have been good with us, considering that July is not one of the heavy selling months. There has been quite a brisk demand for second hand machines running in price from $100 to $150. We have averaged from four to five machines a week for the entire month. There has been a brisk demand for repair parts, sundries and accessories, especially motorcycle stands. Riders are showing a great deal of interest in the models which are in preparation for next year, and we daily have a great many inquiries concerning same. Motorcycling is surely on the increase here in Buffalo, and we believe it is bound to show a decided advance in sales next year. Despite the financial depression and the fact that many of our prospective buyers having been thrown out of work during the last winter and spring, our sales have advanced fully fifty per cent. over last year.

Very respectfully,
Neal, Clark & Neal Co.

Los Angeles, Cal.

THE wholesale coast distribution of the Merkle Motor Co., Ollier & Worthington, Los Angeles, report that to date they are more than pleased with the sale, and that the outlook for the balance of the season is also promising. There is but little difference in the sales this year from the season of 1907. They consider the Merkel this year a perfect machine and far superior to past models, and credit the great increase to that fact. They also say that the motorcycle has come to stay and predict that each year will see increased sales.

Ollier & Worthington.
Per A. F. Wilson

Splendid Testimonials for M. & W. Tires

THREE very remarkable testimonial letters have been received by Morgan & Wright from competing riders in the New York-Chicago Endurance Run. They are as follows:

Morgan & Wright Tire Company,
Detroit, Michigan.

Gentlemen: I take the liberty of sending you this testimonial as to the durability of Morgan & Wright tires.

In the Endurance Run, New York to Chicago, I came through with a *perfect score* on a Thor motorcycle and Morgan & Wright tires. I had no trouble, nor did I have to pump air in my tires at any time after they left the factory at Aurora.

It is with pleasure I give you this testimonial. Truly yours,

C. S. Hinckley.

Morgan & Wright Tire Company,
Detroit, Michigan.

Gentlemen: I take great pleasure in telling you of the performance of your Bailey Tread motorcycle tires on the New York-Chicago tour on my Torpedo.

I inflated my tires in New York on July 6th, and started on the 1,200-mile grind to this city, over fine roads, rough roads, sandy roads, rocky roads, and none at all in some places.

Your wonderful tires held up without punctures or cuts, until, on the 15th of July, just nine days from the start, we arrived in good old Chicago with still the same New York air in my tires. The Bailey Treads looked splendid, considering the roads and speed maintained at times.

Not a puncture in 1,200 miles.

I congratulate you upon your perfect product and hope you get the prosperity you so richly deserve. Yours truly,

G. W. Lyon.

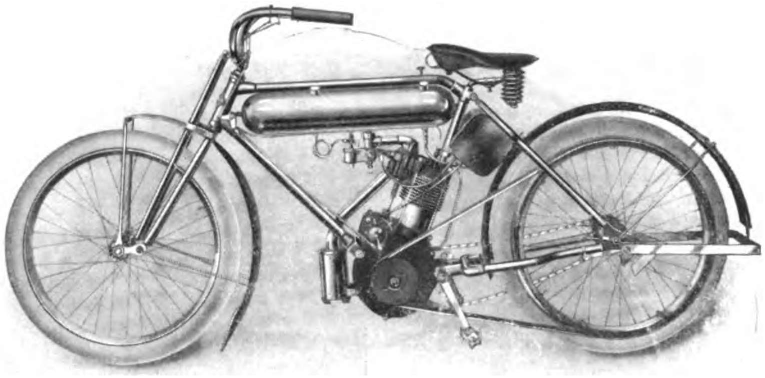
P. S.—My middle name is "M-W" from now on.

Morgan & Wright Company,
Chicago, Ill.

Gentlemen: In regard to my trip from New York to Chicago in the Endurance Run, July 6th, 1908, will say that I only had three punctures, and they were caused by good sized nails. I went over all kinds of roads and I can heartily recommend the Morgan & Wright tires to any one who desires a good, safe, durable tire.

I rode an Armac motorcycle on this run, and my machine, equipped, weighed over 200 pounds, myself weighing 175 pounds, making a total weight of 400 pounds. Respectfully yours,

Jos. De Salvo.
235 West Jackson Boulevard, Chicago, Ill.



NO other Motorcycle in the world satisfies the exacting requirements of Police Departments as well as the M.M. Special. They are built with the fewest possible number of parts. The parts that are used are designed with a large factor of safety, and are three times the size necessary to resist any strain that could be brought upon them.

The M.M. is extremely simple in operation and very easy to manipulate. It will run as slow as five miles an hour, and within a few lengths, open up to a speed of 50 miles per hour.

Every one of the 17 M.M.s in use by the Metropolitan Police Department of Boston was guaranteed to make a speed of 50 miles an hour, and every machine was made to exceed this speed, to prove that our guarantee was genuine.

A Motorcycle that can fulfill the severest requirements of a Police Department is easily the best machine for the private individual.

M.M.s for 1909 are better than ever before, notwithstanding the fact that they were a year ahead of anything on the market, of American make, for 1908.

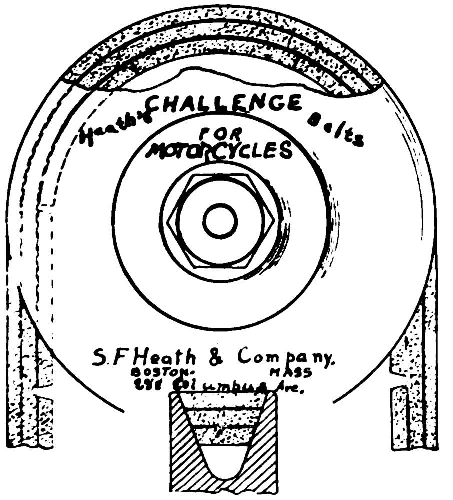
LIVE AGENTS SHOULD COMMUNICATE WITH US AT ONCE

AMERICAN MOTOR COMPANY

BROCKTON, MASS

A New Belt from Boston

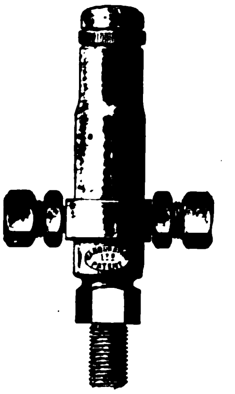
THE Theim Manufacturing Company have for several weeks been testing out a new motorcycle belt which has been gotten out by S. F. Heath & Co., 288 Columbus avenue, Boston, Mass. These belts are either of the V style or flat type. The leather used in "Challenge" belts is made from special selected hides, tanned by a secret process, which produces a very high tensile strength. This leather is all hide, no filler being introduced to make weight, and is waterproof, that is, water does not destroy it. Climatic changes, no matter how severe or changeable, have no effect, and it is claimed that no other belt can compare with it in its resistance to the action of heat, steam, oil, gases and alkalis.



"Challenge" belts do not slip, hence no idlers are required. The permanent stretch under the hardest of use is very little, and leather treated by the above process recovers its normal tension very readily, the usual overnight rest being sufficient to take up the slack. The necessity for continually recovering pulleys is avoided by using the "Challenge" V belts. The flat belts are constructed after the most up-to-date methods, using the same leather describe dabove.

G. L. Economizer Saves Fuel

JOSEPH TRACY, the automobile engineer and racing man, conducted a series of experiments last June with the Gillett-Lehman gasoline economizer for the G-L. Patent Economizer Company, 1312 Times Building, New York City, that showed results really remarkable in the saving of fuel. A 24-h. Buick car was driven over the same route without, and then fitted with, the Economizer. The carbureter was of the ordinary float feed, spray nozzle type, fitted with auxiliary air valves. On June 16th, the car was driven 17.8 miles on one gallon of ordinary commercial gasoline, with the Economizer in place, but not in operation. On June 18th the same car was driven 24.6 miles on one gallon of ordinary gasoline. The run which was made with the Economizer in operation, shows a gain amounting to 6.8 miles per gallon.



The speed maintained in both cases was the same, i. e., ten miles per hour, and as far as could be observed the power developed was the same. The Economizer is a very simple little device, and can be used on a motorcycle just as readily as on a car. Further descriptive matter, etc., will be mailed on request.

Newmastic Makes Tires Puncture-Proof

NEWMASTIC is the trade name of a compound designed for replacing air in pneumatic tires, which has been tried by several New York riders and pronounced a decided success. It is made up by special machinery and protected by United States patents as well as by secret processes. The compound consists chiefly of glue, glucose and glycerine, which remains liquid for a short time after it is manufactured, and is injected during this time into the inner tube of the tire through the air valves in the same manner that the tire is inflated by air. The air is at the same time drawn off through hypodermic needles which are afterward closed. The proper pressure having been arrived at, the valve is closed, and in a short time the Newmastic is set and the tire is ready for use.

A tire thus treated combines the advantages of a solid and pneumatic tire. Punctures have no effect on it. The casings wear longer, because they are uniformly inflated at all times. Newmastic does not deteriorate with age nor harden. The same inner tube can be used in a new tire after the old one is worn out. This compound has been remarkably successful for automobile use; over 8,000 tires are now on the road, some as long as four years. Upon request demonstrations will be given in New York and vicinity by the Newmastic Tire Company, Broadway and Sixty-eighth street.

F. N. Engine In Smallest Auto

IT is not commonly known that the little car which is on exhibition in the show windows of the Auto Supply Company in New York City is fitted with one of the F. N. four-cylinder motorcycle engines. This midget car was built by A. Halverson for Masters George and Herbert Lurie, thirteen and eleven years old, respectively. It is an exact reproduction in every detail of the better type of automobile. It is fitted with a high-tension magneto, the axles are I beam, with radial bearings; it has semi-elliptic springs, 18 inches x 1¾ inches wood wheels fitted with Hartford tires. The wheel base is 46 inches and the tread 26 inches. The transmission is of the two-speed, sliding-gear type, and the whole outfit weighs 223 pounds. The motor and magneto were furnished by the Ovington Motor Company, 2232 Broadway, New York City.

New Machine Ready Soon

THE Emblem Manufacturing Company, Angola, N. Y., will have their new motorcycle ready by August 15th. This concern has been in the motorcycle field for some time, but it was not until this season that they manufactured a complete machine on their own premises.

FROM Bristol, Conn., comes the cheerful announcement of an increase in the working hours at the New Departure Manufacturing Company's plant to a full schedule of fifty-five hours a week. Business has been booming and full time for the 600 hands employed is the result.

IN the London-Edinburgh competition, recently held, S. G. Frost on a 4½ h. twin-cylinder Minerva won the Challenge Cup of the M. C. C. He was also a Gold Medal winner in the same run, and made a very hard fight for the Schulte Cup, which he lost to a Rover car by only ¼ of a mark.

The Merkel

At the Finish of the New York-Chicago Twelve Hundred Mile Tour

TWO PERFECT SCORES TWO

AND

WINS first and second places in the Special Five-Mile Race at Crown Point, Ind., July 18th, for machines, *just as they were ridden* in the longest motorcycle tour ever held.

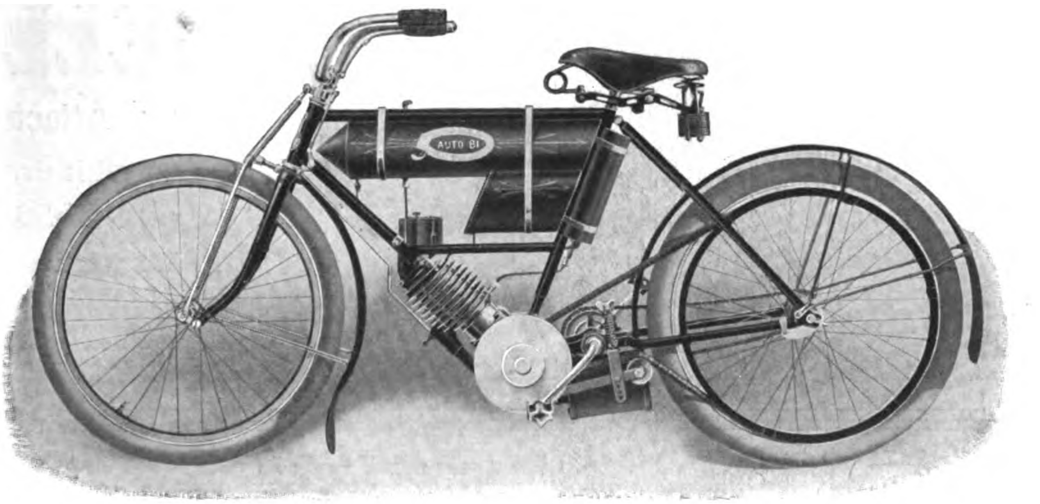
A Real Race for STRICTLY STOCK MACHINES—the kind You Buy and Use

The demonstration of a machine's ability under these conditions means more to the buyer and user of them than any race with machines you do not buy or ride.

You can buy and use exactly duplicates of the machines that finished in these big events and ones that will duplicate these notables performances at any time you wish.

Again the MERKEL *BALL BEARING MOTOR AND SPRING FRAME.* Better ask your nearest dealer. If there is none, write

MERKEL MOTOR COMPANY **26th Avenue, Milwaukee, Wis.**



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Advertise your machines in these columns at 2 cents a word. Sure results, especially at this time of the year when some riders are preparing to buy next year's models and others are looking for second-hand bargains in 1906 and 1907 machines.

GRIFFON MOTORCYCLE, 5-h. p.; spring fork; magneto. Must be sold. Bendix, 900 Third avenue.

FOR SALE—M-M, 3½ h.p.; perfect running order; $85. Address, Norman Morgan, Ashley, Ill.

FOR SALE—1907 double cyl. Curtiss; double grip control; first class condition. Price $150. Box 53, Moriches, L. I.

FOR SALE—One pair of motorcycle wheels with G. & J. Bailey Tread tires and one Sager Cushion Fork. Wheels can be bought separately. Sell cheap for cash. Jos. Grossman, Jr., 328 S. Tenth st., Reading, Pa.

FOR SALE—N. S. U. Motorcycles: One 3¼ White road racer, $220, shop worn; one 6 h. road racer. $325. shop worn: one 3½ h. Minerva, spring forks, luggage carrier and stand: brand new, $175. J. F. McLoughlin. 206 W. 76th st., New York City.

FOR SALE—1908 Indian Twin, as good as new; was bought last month, run 150 miles, Rough Rider grips, Bailey tread tires, Gabriel exhaust horn. two new inner tubes. stand. tools and other spare parts goes with it. Machine is guaranteed. Cost $270, will sell for $200. Box 631, Barnesville, Ohio.

FOR SALE—6 H.-P. 1908 N. S. U. WHITE ROAD RACER; ONLY BEEN RIDDEN A SHORT TIME. OWNER BUYING TRI-CAR REASON FOR SELLING. C. CARLTON KELLEY, 102 WEST 93D ST., N. Y. C.

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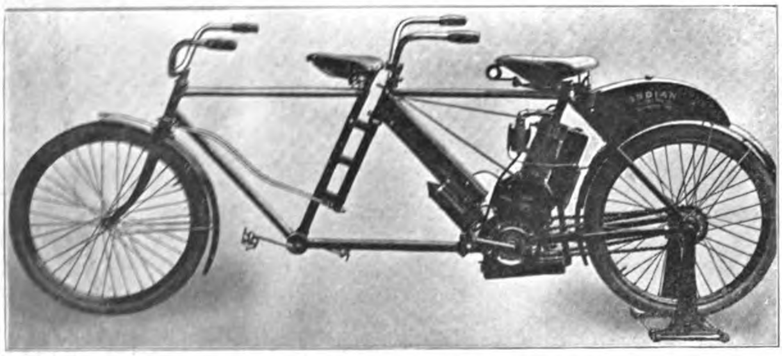

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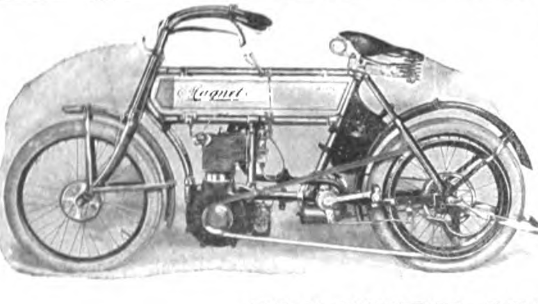

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Every rider should be posted on this subject

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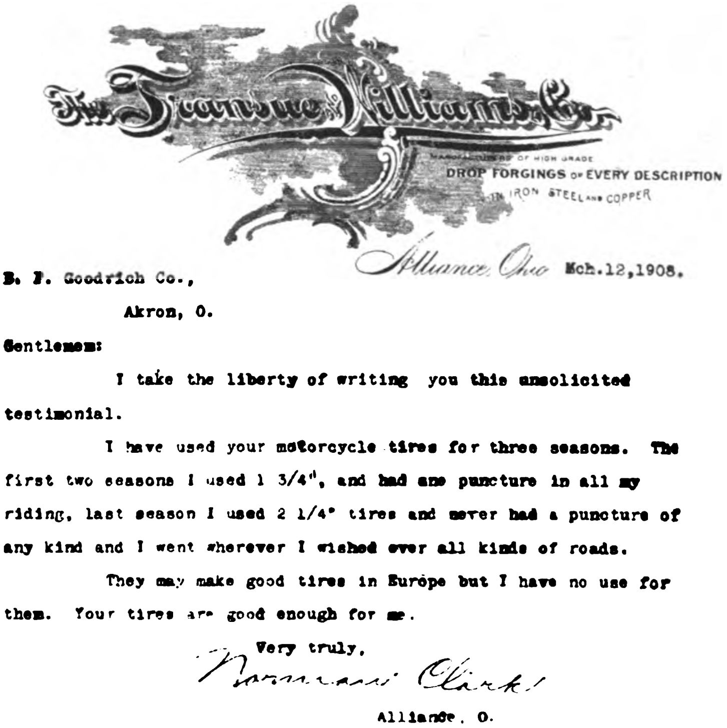

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They may make good tires in Europe but I have no use for them. Your tires are good enough for me.

Very truly,
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Motor Co.
206 W. 76th St.
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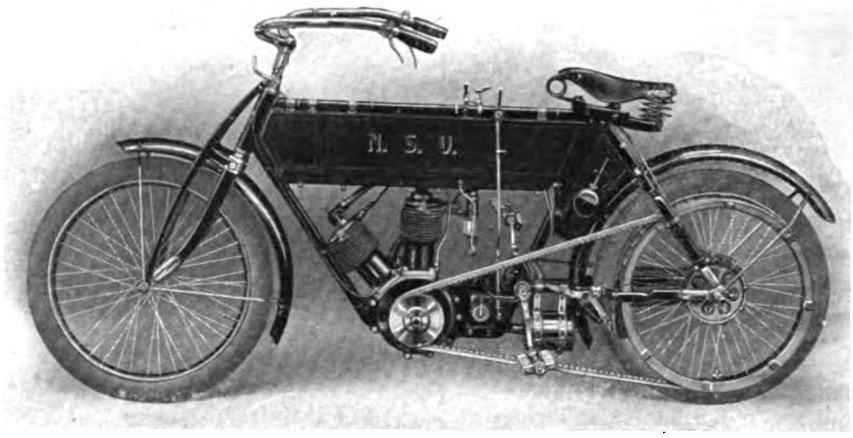

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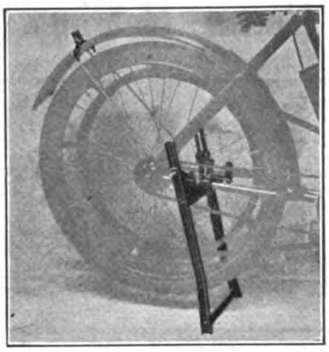

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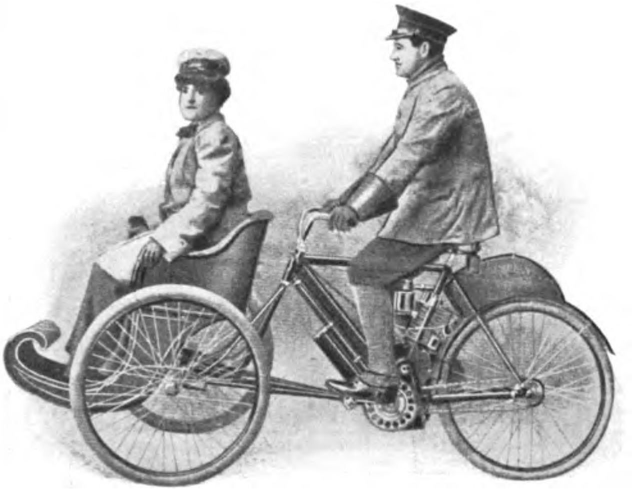

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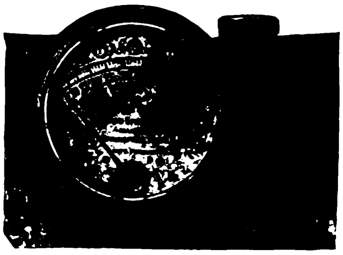

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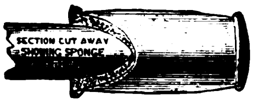

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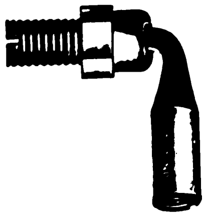

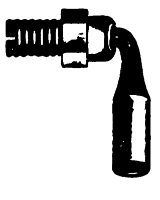

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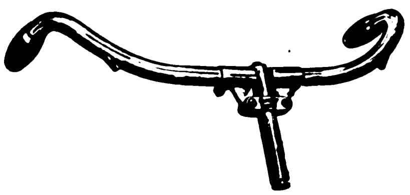

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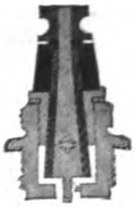

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There are a few fundamental points of highest merit embodied in the N. S. U. which should be considered by every purchaser, these are:

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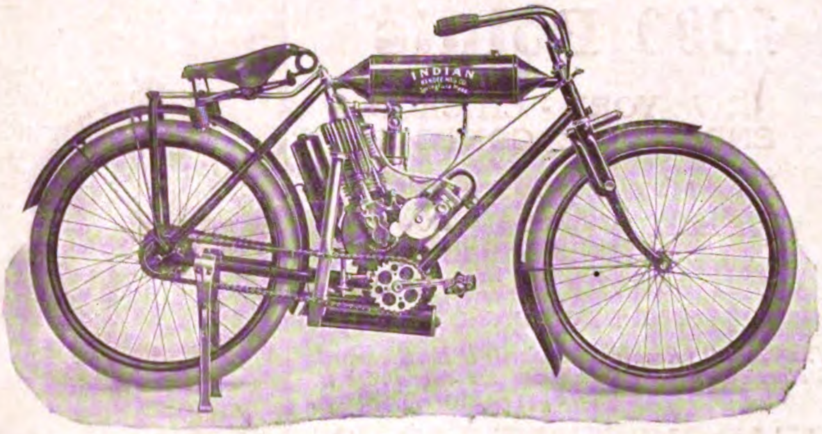

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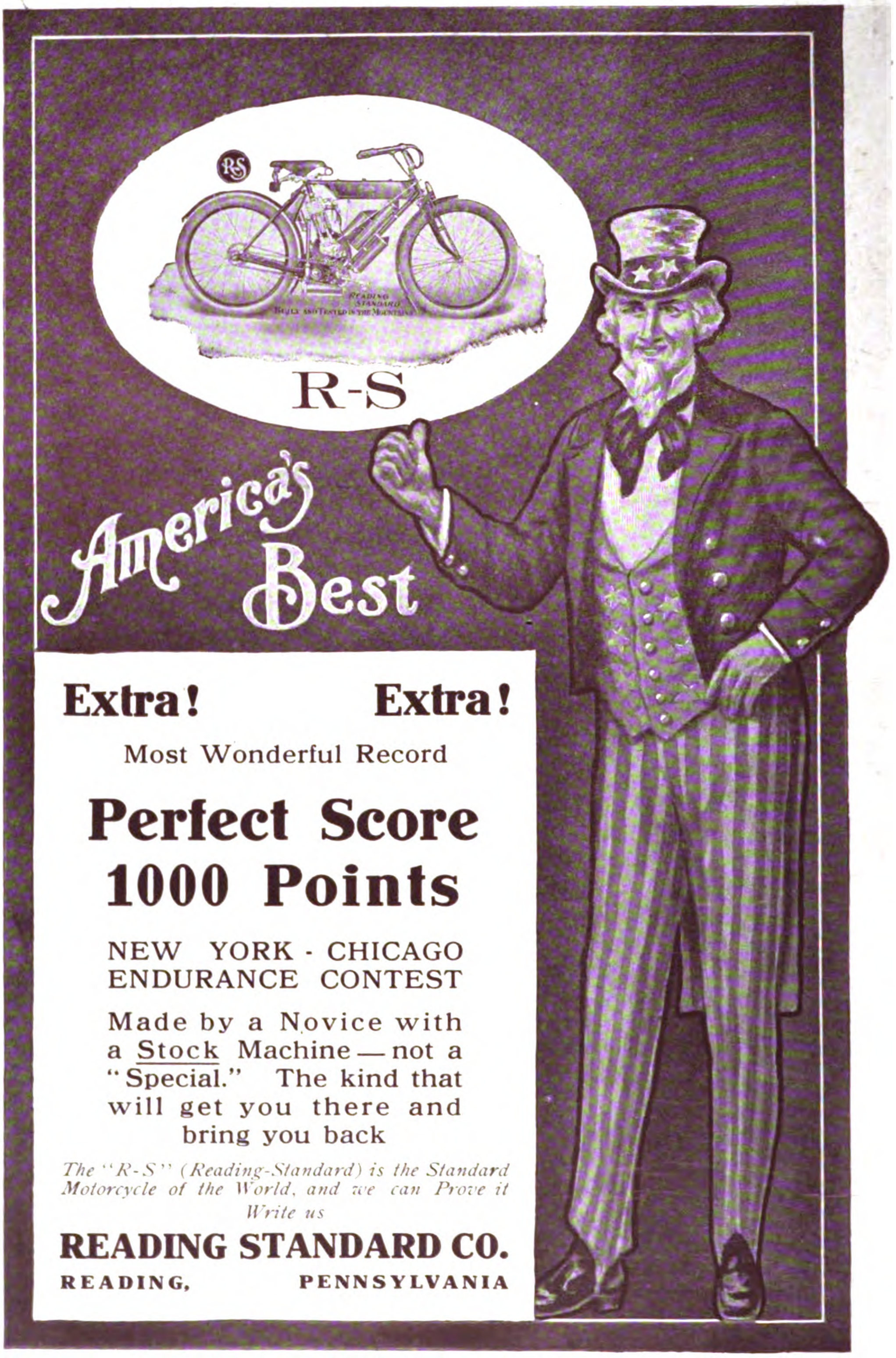

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READING, PENNSYLVANIA

TEN CENTS
MOTORCYCLE
ILLUSTRATED
Vol. III. No. 11
Sept. 1, 1908

PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY

THREE 1909 SHOWS

Auto Show Promoters Have Set Aside Special Sections for Motorcycle Exhibits at the New York and Chicago Shows

SHOW time, when the products of the coming year have their first public exhibitions ensemble, when buyers congregate to admire, compare and purchase, bids fair to prove most interesting and profitable both to the manufacturer and buyer this winter. Dates have been fixed for all three of the big automobile shows—two in New York City and one in Chicago, and the managers and show committees of each have recognized the growth and importance of the motorcycle industry, and have arrangements under way to group all such exhibits in one section. Decorative schemes will also be carried out in keeping with the machines in these sections.

Motorcycle manufacturers are taking more interest in the plans of the show promoters for 1909 than in any former year, and already requests for information and a desire to have space reserved for them have come from some of the larger makers. If concerted action is taken by the leading concerns in the business, the smaller ones will fall into line also. All have recognized the importance of exhibiting their products at some centrally located points, but heretofore motorcycles have been rather sidetracked, allowed in as a sort of favor, by the show managers. This, of course, prevented any extensive plan for placing their exhibits by the manufacturers.

There was just one exception to this apathy, and that was evidenced by the management of the A. L. A. M show held in Madison Square Garden last year. Overtures were made to a few of the motorcycle makers and about a dozen exhibits were placed. The result everyone who visited the Garden knows. The "tunnel" in the basement, where the two-wheelers were, was the most crowded and busiest section in the whole building.

The first show in the coming year will be that of the American Motor Car Manufacturers' Association, at the Grand Central Palace, in New York City. This show will open on December 31, 1908, and run one week to January 7, 1909. The Automobile Club of America, which in former years has always had a hand in the running of this show, has stepped out, and the A. M. C. M. C. will go it alone. The Importers' Automobile Salon and the Motor and Accessory Manufacturers will exhibit at the Palace, and a strong bid for a representative motorcycle exhibit has been made.

The following letter was recently sent out to all makers:

> "At the suggestion of a number of people interested in motorcycling, we have decided to set aside a special section at the Ninth International Automobile Show, as a motorcycle division. This will be close to the taxicab division, according to present plans, and besides being an added attraction to the show, should bring excellent returns to those who exhibit the two-wheeled vehicles that seem to be growing into popularity so rapidly.
>
> "Within a short time you will receive from this office application blanks and diagrams of space, giving full particulars regarding the show, and in the meantime, if there is anything that we can do to aid in bringing out in more pronounced form the importance of the motorcycle exhibit, I shall be pleased to have you let us know. Yours truly,"
>
> AMERICAN MOTOR CAR MANUFACTURERS' ASSOCIATION,
> ALFRED REEVES, General Manager.
> 29 West Forty-second street, New York City.

A section of the first gallery, running down the Forty-fourth street side and around the corner into the rear end of the Palace, has been set aside, and diagrams of the spaces and application blanks will be mailed before September 1. The spaces will cost $1 per square foot, and the first allotment will be made on October 8. Of course the early applicants will receive first consideration, and to obtain first choice of spaces requests must be on hand by October 1. The matter of decorations at the Palace is still in abeyance. Bids have been received from four of the best concerns in the country, and it is promised that the decorative scheme will far surpass anything that has ever been done there before. A meeting of the show committee will be held on September 3, when, among other things, decorations will come in for attention.

The second show will be at Madison Square Garden, New York, on January 16 to 23, under the auspices of the Association of Licensed Automobile Manufacturers. Here a section of the second gallery will probably be set aside, though the decision to do so has not as yet been made. The same may be said of the Chicago show, to be held by the National Association of Automobile Manufacturers at the Coliseum during the first week in February.

At both of these shows there is a question still open as to the quantity of space to be taken by the Motor and Accessories Manufacturers. Merle S. Downs of the A. L. A. M., 7 East Forty-second street, New York, is waiting for a definite answer to the letters and blanks he has sent out to the accessory people; but, if possible, he will arrange the motorcycles in a group. General Manager S. A. Miles of the N. A. A. M., is out of town, but will return to his office at 7 East Forty-second street, New York, about September 1, when a statement relative to the Chicago show will be issued.

This is the one, big western exhibit, and pending the decision of the Motor and Accessories Manufacturers as to the amount of space it wants, nothing definite can be said. Manager Miles stated some little time ago, however, that if the gallery can be secured, a motorcycle exhibit will have the first call on it. The space in question is among the very best in the Coliseum. All of one side of the gallery, thirty-seven spaces, will probably be utilized, and also the other side, if need be. The size of each space will be 11x12 feet, and the cost, including decorations, signs, etc., will be 90 cents per square foot.

JUDGES SUM IT UP

Officials Digest Results of the Nine Hundred Mile A. C. U. British Reliability Trials And Make Interesting Report

FROM a weather and roads point of view, the trial that has just been concluded has been run under the worst possible conditions. In fact, of the six annual trials that have been held, it has been in this respect by far the most severe. On several days during the 1903 trials the weather was terribly bad; but there were also bright intervals and days of sunshine, and dry roads. It is of interest to recollect that the maximum and minimum speeds then permitted were twelve and ten miles per hour, respectively, as against twenty and fifteen at the present time.

The judges here noted with the greatest pleasure the excellent spirit of comradeship existing between the competitors, largely due, of course, to the fact that the majority were private owners out for a week's holiday. There was a general atmosphere of moral encouragement which undoubtedly kept wobblers and the weary ones pegging away when they were on the point of retiring. What better examples could one have had than Mrs. Randle and Miss Hind, who both on more than one occasion were to be seen urging their fellow competitors in trouble not to give it up.

The judges are also glad to be able to report that the competitors observed the rules and regulations, and rode with consideration for the other users of the road.

CLOTHING.—From sundry observations, particularly on the evenings of the wet days, the following combination of clothing appeared to be the most practicable and withal neat in appearance: Woollen underclothing; lounge coat, vest and knickers, all of fairly stout tweed material; waterproof boots, extra long, extending half way up to the knees; medium weight showerproof coat and leggings; these are dust and wind proof and almost entirely wet proof. When it was very wet the equipment was completed by the addition of an umbrella coat. The little that gets through this is caught by the showerproof coat underneath. A good quality celluloid collar is worth dozens of the ordinary linen kind.

FRAMES.—With regard to the machines, the frames, fittings, mudguards, etc., were amply strong enough for the strains imposed upon them, and they were in excellent condition at the conclusion of the trial. From this point of view alone, trials such as these are justified. They bring to light inherent weaknesses which no amount of ordinary riding would disclose, and the net result is an improved vehicle.

In the case of the lightweight class the forks on one type of machine were of an experimental pattern, and they proved insufficiently strong for severe test of granite setts and very bad surfaced roads.

BEARINGS.—A number of machines had shaky bearings, especially the front wheel, at the completion of the trial, undoubtedly due to the displacement of all the oil by water and grit from the road. It is only necessary to mention that the experienced riders who had taken the precaution to pack their bearings with semi-solid lubricant had no trouble in this respect. The best material for the purpose is soft vaseline, which can be melted and injected through the hole in which the oiler is screwed. The outside of the hubs, spoke heads, etc., should be liberally smeared with vaseline or similar rust preventive, and the temptation to wipe it off and polish up the plated parts should be resisted till at least the conclusion of the trial.

ENGINES.—A noticeable improvement in the cleanliness of the engines was to be observed. In fact, it was quite the exception to see a large quantity of oil on the outside of the crank case. When it was seen it was usually due to defective jointing and to leakage at the valve tappets.

Engine troubles, such as excessive overheating and seizure of the bearings, piston, valve stems, etc., were conspicuous by their absence. Very few competitors had occasion to replace engine parts, a notable improvement on previous years.

TRANSMISSION.—Neither the two F. N. machines with gear drive, nor the two Phelon and Moore and the Indian machines with chain drive, had trouble with the transmission, and in each of the five cases there was no trouble with tires. This confirms what has already been established, that in competent hands these methods of transmission do not unduly try the tires. In fact, on the Indian motorcycle, fitted with G & J tires (an American make), they were almost as new, the rounded rubber studs being hardly scratched.

BELTS.—With regard to belts, the majority used rubber belts of the Shamrock Gloria and Stanley Dermatine type, and in spite of bad weather, there was practically no real belt trouble with these.

The leather belts were not quite so fortunate under such conditions of wet and mud. They required more cleaning and dressing to keep them running satisfactorily, and with the aid of a grinding mixture of grit and water furnished by the wet roads they cut the pulleys badly, which rubber and canvas belts do not appear to do. Several competitors made their one rubber belt last throughout, and it was still fit for further use. Others had two belts in use, and they changed them over every morning.

The small round leather twisted belts on the Motosacoche cycles were equal to their task, but the fasteners broke or pulled through too frequently, spoiling what was otherwise a satisfactory belt for light weights.

TIRES were a source of much trouble to some competitors, and no trouble whatever to the others. In one or two cases where tires were a trouble it was traced to the fit of the covers on the rims and not to punctures. This opens up a point that has already been frequently raised, viz., that it is absolutely essential that tire makers should immediately take steps to standardize tires and rims. The motorcyclist will never be really satisfied while matters are in their present chaotic state. Most of the riders who had properly fitting tires of good make, and who drove carefully, never touched a pump throughout.

With regard to the Lightweights, their 1¾-inch tandem cycle tires, while perhaps strong enough for ordinary use, are too weak for sustained running at the highest speeds of which these machines are capable. No good will be served by trying to disguise the fact that to average twenty miles per hour over the hillier portions of the route the Featherweights had to be driven hard. It is therefore all the more creditable that they did so well, as nothing is so destructive to machinery as pushing it to its utmost capacity for long periods of time.

Pedalling Chains and Free Wheels.—Many of the chains and free wheel clutches were rendered almost useless by the excessive wet. The chains were waterlogged and clogged up with dirt, and the free wheels were free both ways. The Triumph free wheel guard proved useful, and the judges venture to suggest the fitting of a guard over that part of the chain opposite the tire of the back wheel. The greater portion of the mud that reaches the chain is thrown there from the side of the back tire. A piece of sheet metal about 4 inches wide clipped to the chain stay, and rising between the tire and the chain, will keep most of the mud and water off.

Silencers.—The judges had a little trouble at the start with the silencers fitted to one make of motorcycle. According to the rules every cutout had to be sealed. Some of the riders of this make objected on the grounds that if the cutout or relief port in the silencer were sealed the engine would overheat through the exhaust being partly throttled. In other words, the usual position of things was reversed; instead of the cutout being normally closed, and only opened for emergencies, it was meant to be used open, and only closed for emergencies. Sooner or later—probably sooner—the rider forgets altogether that his cutout must be shut for traffic, horses, etc., and he rides always with it open, an undesirable state of things and prejudicial to the pastime of motorcycling.

At Penzance every cutout and relief port was sealed, but the riders of the above mentioned machines were permitted to enlarge the normal holes slightly, or to make a few extra ones. All did so, and several reported later that their machines ran as well with the cutout shut, and the extra small holes, as with the cutout open, while the engine was more silent.

In connection with the general silence of motorcycles it is interesting to record that with practically every competitor it was an extremely difficult matter to make him aware of the presence of a car behind him. The official cars were equipped with various types of horns, each very good of its kind, but each was a failure when it came to warning motorcyclists. The most useful appliance was found to be a good whistle.

The moral is obvious. The motorcycle is too noisy for its rider to hear the modern quiet motor car that wishes to pass him, and the judges do not for one moment suggest that these should have to carry whistles to enable them to do so. The judges have reason to believe that this action with regard to the silencers will be beneficial to the trade, and that the end for which the A. C. U. has been striving for years, viz., a fairly silent machine, is a step nearer.

Clutches and Adjustable Pulleys.—One of the features of the trials was the generally excellent behavior of the free engine clutches, particularly the Phelon and Moore, Roc, Vindec and Mabon. The ease with which their owners moved off was very noticeable, and they were particularly useful for restarting on greasy slopes. However gently and smoothly a start is made, considerable strain is thrown on the back rim and spokes, and the judges are of opinion that a heavier gauge spoke than that at present used is necessary. Since last year adjustable pulleys have made great headway. They were fitted to most of the belt-driven cycles, and they were of much use. The change of gear is more easily effected than it used to be.

Footrests.—One of the most valuable features of many machines was the footrest. It saved the engine from injury when the cycle side-slipped, and but for the protection it afforded there would certainly have been more retirements. Several of the machines with no pedals had an extra pair of footrests, which must have made them more comfortable for riding, as well as giving extra protection against injury from side slips and falls.

Lamps.—As usual there was hardly a lamp in good condition at the end of the trial. Several were to be seen fastened to the back carrier, the bracket having broken off. There is still a wide field for the maker in this direction.

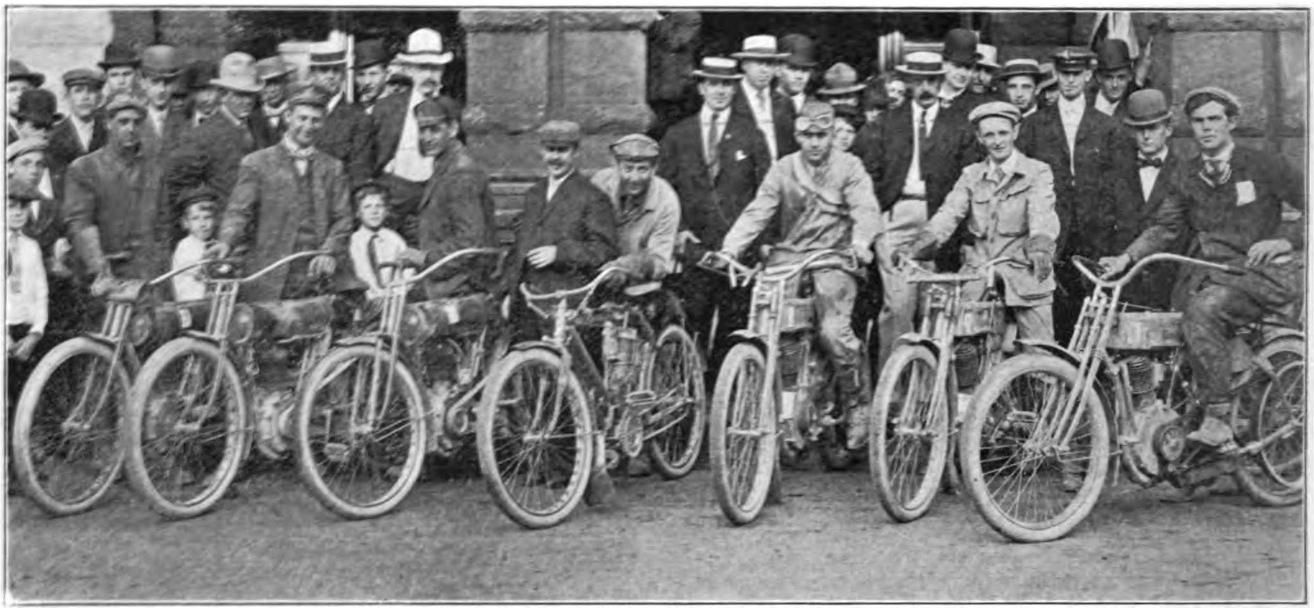
Ignition.—The high tension magneto is now almost universally adopted for motorcycles; yet there is still room for improvement in the covers provided for their protection against wet. The forward position appeared satisfactory so long as they were not too low down, and so got the undersplash from the front mudguard. One magneto had a particularly effective cover which was closed up underneath as well as on top. Another had no cover, but its owner had obtained immunity from trouble by liberally smearing all the metal parts and the terminals with vaseline.

Handles.—With two exceptions there was nothing new in handles. One exception was the "Kumfo" grip, which is certainly an improvement on the usual fitting, and the other was the extra long flexible handles fitted to the Indian motorcycle ridden by T. K. Hastings. They are rubber handles double the usual length, and only half pushed on to the handlebar. The free end is therefore very flexible, and takes up the vibration, which in the ordinary way is tiring to the wrist after a long journey.

Ease of Starting.—The judges conclude their report with a few words of criticism of one make of machine in particular which seemed to give some of the riders difficulty in starting every morning, The trouble was not due to the magneto or to the carbureter, but entirely to the piston sticking in the cylinder. The frequent injection of paraffin or petrol is not desirable if it can be avoided; but it was required before these machines could be started. From investigations that they have made the trouble appears to be due to the piston being a particularly close fit in the cylinder, with the result that the fluid friction of the cold oil, which is considerable, has to be overcome throughout the whole length of the piston. On engines which have an appreciable clearance between the piston and cylinder, only the fluid friction of the oil between the rings and the cylinder wall counts. In cold weather, owing to the solidification of the oil, this difference is of much greater moment, and there is a tendency then for the close fitting piston to absolutely stick fast when a very heavy lubricant is used.

The judges, in drawing up their report, have endeavored not only to comment on things as they are but to point the way to improvements. At the same time they feel that with unlimited time and space at their disposal there is much more that could have been embodied from both sides of the subject, and they, therefore, hope and expect that what they have omitted will be brought out in the ensuing discussion.

J. W. G. Brooker,
H. G. Cove,
A. Geo. Reynolds,
Archibald Sharp.



THE SURVIVORS—SEVEN OUT OF TWELVE.

MILWAUKEE CLUB'S ENDURANCE CONTEST

THE two-day endurance contest held by the Milwaukee Motorcycle Club on Saturday and Sunday, August 22 and 23, proved very successful in living up to its name—not one of the contestants came through with a perfect score. C. W. Van Sickle, on an Indian, came nearest to the coveted "no penalization" mark with a loss of just three points, while J. A. Turner was a close second, one point behind Van Sickle, with a score of 996.

The contest started at 5.10 on Saturday morning from Milwaukee, the route taking the contestants over 188 miles, through Waukesha, Pewaukee, Oconomowoc, Watertown, Golden Lake, returning by way of Waukesha and West Bend to Milwaukee. Rules similar to those enforced on the reliability tours of the F. A. M. governed the trip, and the riders were forced to travel at top speed to make the various controls on time.

The second leg was completed on Sunday over the 172-mile route which led from Milwaukee to Becker Hill, where the hill climbing contests were held, thence to Schlesinger, Fond du lac, Oshkosh and back to the Cream City, over the same route. The start was at 5.10 in the morning, and the last rider had crossed the finish line at 4.58 p. m.

Ralph Sporleder, captain of the Milwaukee club, had his score spoiled on Saturday, but made the run to Oshkosh in time to check the riders at that control. John R. Ball also received enough black marks on Saturday to put him out. Crolius and Bell were so anxious to get into Golden Lake control on time that they came in eighteen minutes too early, and lost 36 points thereby.

On the first day's run Sporleder, Crolius, Davidson, Fisher and Buffum lost the road near Pewaukee, and came into that control several minutes late. White failed to find the checking station in Oshkosh, and was late. Bremer encountered trouble between Oshkosh and Fond du Lac. Turner and Van Sickle, the Chicago riders, kept together over the entire course, only a few seconds between them for the title.

At Becker's hill, near Menomonee Falls, every contestant was required to climb the hill without pedalling or be penalized 25 points. Edward Buffum and George Webber failed. Buffum could not negotiate the sand at the foot of the hill. Webber did not get a good start. Both men continued the run, however. At Fond du Lac, Bremer had a smash up, which wrecked one of the wheels. Buffum, whose score had been spoiled at the hill, lent Bremer one of his wheels, which permitted Bremer to continue the run, Buffum withdrawing.

"Bert" Barrows, from Springfield, Mass., was the most disappointed man in Milwaukee on Saturday morning, when the express company, which had his machine in transit, reported that no trace of it could be found.

The contestants who survived the run were placed by the judges in the following order: C. W. Van Sickle, Indian; J. A. Turner, Merkel; W. P. White, Merkel; F. A. Bremer, Merkel; Oakly Fisher, Harley-Davidson; Walter Davidson, Harley-Davidson; S. Lacy Crolius, Harley-Davidson.

THERE are several parts of a machine which should receive very careful inspection at least three times a week, or, better still, every time it is ridden. This is very seldom done, as the average rider is usually in too great a hurry to get off, and he feels that the ten minutes necessary is just so much time wasted. He usually turns the engine over on the stand to see that it runs, and if it does so he is ready to go off on the jump.

While the wheels do not very often develop a weakness they do so on occasion, and it is a simple matter to grasp each one by the top and give it a violent shake, which will immediately show if anything is unusually loose. Brakes should have a careful inspection, the hub brakes to see if they are in perfect order, and the external band brakes, which are fitted to the foreign machines, to see that they have no drag. Many a motor has been berated by its owner when the trouble was in a dragging band brake. Spring forks should also have their attention, as many a fall has resulted from an unexpected break in these parts. Oiling is very important, and every rider should make it his business to go over his machine carefully at regular intervals and keep all parts well lubricated.

GOSPEL TRUTHS FOR WOULD-BE RIDERS

By ALFRED H. BARTSCH

WHY are there not more motorcyclists is a question often asked which seems to interest those who ride as well as those who would like to. "The machines are too dirty" or "They are such awful noisy things" seems to be the general trend of unsatisfactory answers, yet one often sees a motorcycle gliding along almost noiselessly with a clean and neat appearing rider. Therefore the above is not a well placed or good argument, and we must look deeper for the real reasons.

The noise and dirt generally depend on the man who rides, and for the sake of the sport more care should be taken of the muffling qualities of a machine and the trouble-making cutout should be left for backwoods and mountain use. A neat suit of rough material makes an excellent appearance and can be kept clean without trouble. Right here we may reverse the old maxim and say, "Fine feathers make fine birds."

Aside from the above, people are heard to say, "If I knew anything about a motorcycle I would buy one tomorrow." They seem to think that only a thorough mechanic can enjoy the pleasure of riding. This, however, is entirely wrong, as motorcycling is becoming slowly but surely more popular every day, and as soon as the average man, old or young, is convinced that he does not have to be a mechanical engineer to ride, the better for him, the trade and the sport.

The "would-be rider" need not have a knowledge of gas engines or electricity or be a thorough machinist, either. All that is necessary is a cool head, a little sense and the ability to count 100 and then think a trifle when the unexpected stop happens. Of course the ability to ride a bicycle is positively necessary, but that is practically all. The rest comes later with ever-increasing interest and enthusiasm.

Many old-time riders have taken out novices in the game who did not know a spark plug from a muffler and after the return from a day's ride heard the new man exclaim, "Gee, but I learned a lot to-day!" He boils over with enthusiasm, asks questions and devours all the information that he can get. Only get a man on a machine, and nine chances out of ten he becomes a rattling good motorcyclist. It is a case of "the proof of the pudding," etc.

Then again you sometimes see on the road young men blue in the face with "cuss words" because the "d—— thing" wouldn't start. Upon examination it is often found that lack of gasoline is the one and only cause for the motor's seeming stubbornness. Such cases as these make bad friends for the game and could well be avoided if the rider would only keep cool and think where the trouble is or might be, and then set about to remedy it. Don't look around for an axe when a little thought is all that is necessary to start you going once more.

If every man who used to ride a bicycle and thought it great sport would take a ride on a motorcycle, it is sure that he would be a convert and be convinced that for a healthy, exhilarating and non-expensive recreation motorcycling cannot be equalled. Motorcycling is advocated for the weak-lunged and for the man who has the so-called "American or quick lunch stomach." The writer doctored for four years with specialists and otherwise in an attempt to cure a very stubborn case of indigestion, but found no relief till a friend one day suggested that he try motorcycling. This was done and much relief was found the very first year. Now he is right on the job when the pie is being served, and never more sends away the cucumber salad or the plate of hot biscuits.

One only has to listen to the testimonials of learned physicians who have ridden and do ride motorcycles to be convinced that they are no play toy, but, to the contrary, as Dr. Longworth of England says: "From six years' experience of motorcycling in various forms, I believe it to be healthful. I have found it an excellent promoter of appetite and sleep and par excellence as a means of blowing away mental cobwebs." Another physician writes: "I warmly advocate motorcycling, as not only is it healthy for one's body, but the care needed in keeping the machine efficient is a hobby which acts as a relaxation from business, etc."

Until the average person becomes acquainted with the motorcycle, his impression of the machine is not very favorable. He classes it as a bicycle with a motor stuck in the frame, which makes revolutions to suit itself, barking its way over the road, and the louder and faster the barks it makes the more speed and more power it develops. Surrounding and attached to the frame of the bicycle are a tangled mass of wires, levers and tanks to annoy and worry the rider and give him the chance of pulling or twisting the wrong lever or grip, thereby landing him in some nearby lot to await the arrival of the undertaker. Let this bewildered individual bear in mind the following three facts, and have the common ability to ride a bicycle, and in a few minutes he will become so thoroughly acquainted with the mount that he will ride away to his utter surprise and enjoyment, and the inevitable excuse, "I will never understand the mechanism," fades away in a remarkably short time.

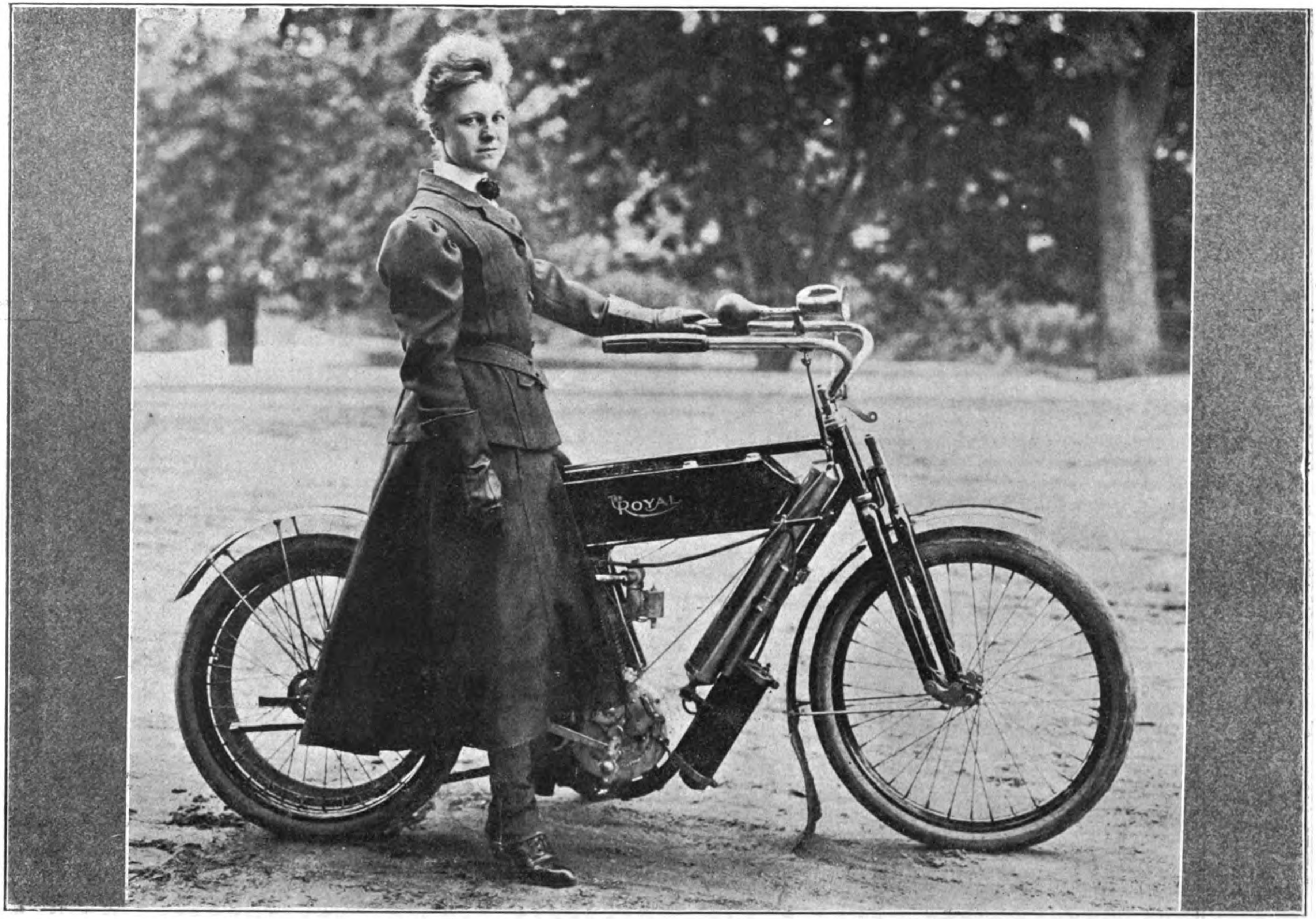
First, the motorcycle is in reality only a bicycle.

Second, the power is supplied by the firing or ignition, by an electric spark, of a minute amount of gasoline, sprayed through a fine hole, mixed proportionately with air and compressed by the upward movement of the piston. (This complete action is attended to automatically by the mechanism of the motor.)

Third, the control is more positive and absolute than the regular pedal driven bicycle, for one lever in all instances will stop the motor instantly, while in most cases the brakes supplied are far more positive and dependable than those on pedal bicycles.

So, you see, taking all in all, motorcycling is a simple, every-day matter within the grasp of everyone. It combines the convenience of an automobile, but at less than one-fifth of its initial cost and maintenance. It excels as an easy and cheap means of conveyance for either business or professional men. It is easily capable of earning its original cost in one season. Nearly every man in his childhood has had a craving for a steam engine, and he only needs the possession of a motorcycle to bring out his sleeping mechanical ingenuity, the amount of which will bring him a pleasant surprise.

A SIMPLE but sure method to hold nuts in place that persist in coming loose from the jarring and vibration incident to the operation of a motorcycle is to coat the threads with a heavy paint and allow it to dry on over night. A few turns of soft copper wire tightly twisted around the bolt end of a nut will often be found sufficient to keep the same in place.



MISS VIOLET GRAY, WORCESTER, MASS.

One of the first of the motorcyclistes. She rides a 1909 Royal. Last week she ran a century in a day, coming home in good form.

THREE MARYLAND MEN TOUR STATE

IT would be hard to find more enthusiastic riders than those of the Baltimore Motorcycle Club, who returned to their home city on August 21, after a three-day trip, extending through western Maryland, Virginia and West Virginia. The scenery after leaving Frederick could not have been painted to look more beautiful. Mountains towered ahead, and after riding through Hagerstown and into the valley, the riders were surrounded with the green, tree-topped hills. The roads, too, were in keeping with the pretty pictures in view all the time, and the farther the riders penetrated the Shenandoah, the better the roads became.

Five riders—Messrs. H. Matthew Gault, W. Rayner Straus, Howard A. French, De Royce Smith and Captain W. S. Fisher—all mounted on Indian motorcycles, left Baltimore at daybreak on Wednesday morning, August 19, on a trip, with no destination in view and no desire except to pick good roads and to live a few days in the open country, and they succeeded better than their first imaginations could conceive. Their first stopping place was Ridgeville, where breakfast was served. They then leisurely headed for Frederick, where a large crowd had assembled to meet them.

An hour was spent at Braddock Heights, where the riders took in all the different places of interest and indulged in a hill-climbing test over the steep grade right at the foot of the observatory. They found the Catoctin Mountain easy to climb, and then set out for the dreaded South Mountain, which grade even Smith, with the smallest motor in the bunch, one of last season's 2¼-h. vintage, ascended without effort, while the other riders simply raced up. The first slight delay occurred just as the riders were leaving Frederick. Straus and Gault, who were always the leaders with their 5-h. twins, took the wrong road, and, in making a quick turn, Gault skidded and pulled off his front tire, the inner tube of which exploded with a report like a gun. The genial captain developed a little tire valve trouble a little farther up the road, and after reaching the summit of the South Mountain, the inner tube was taken out and a patch put over a small pin puncture. A wandering Italian, with a hand organ, was met here, who played a mournful tune while the boys were saying unpleasant things about the captain's tire.

The limestone pike was in fine shape, and the riders simply burned this good stretch of road and arrived at Hagerstown at 1.30. Dinner was partaken of here, and at 3 o'clock they were on the road to Williamsport, which was quickly reached. Here trouble stared them in the face. The water in the Potomac was low and the big ferry could not land. The lone ferryman then suggested the trip in a small rowboat. This was slow work, and it was a tedious job to keep the machines from toppling over, as the position was a very unstable one. French was so anxious to get across that he employed an amateur for the job, and right in the middle of the stream the motor toppled, and the only thing that saved the rider from a ducking was the shallowness of the river.

Crossing into West Virginia the roads began to improve, and the run to Martinsburg, fourteen miles, was made in twenty-two minutes. Here the tollkeepers were liberal, charging but two cents for each machine. At Hagerstown the riders filled up with oil and gasoline at Miller's garage, the bill for the five machines amounting to but sixty-five cents, which made the transportation from Baltimore to Hagerstown cost each rider only fifteen cents. After a pleasant ride down the pike, which was plentifully supplied with new stone, Winchester was reached at 6 p. m., where the riders rested for the night.

Owing to a heavy rain, the morning start was delayed until 9 a. m., the riders then taking a run over the famous valley roads, which were in keeping with their good reputation. After passing Kernstown and Stephens City, the riders went on to Middletown, where they turned off the main thoroughfare over some rough country and bad mixed dirt and slate roads. Here a new experience was met—not a bridge spanned the streams, and it was necessay to either push the machines across or ride under power. The latter method was attempted at the first creek, near Cedarville, but the whirring of the wheels caused the water to splash all over the riders. As they were all pretty well soaked, they simply pedaled or walked the rest of them, about ten in number. Front Royal was the next stopping place. Here French got his first puncture, which caused a slight delay. A northerly detour was made for White Post, famed as the residence of the long deceased Lord Fairfax, who was at one time the sole owner of vast estates in that section of Virginia. Berryville was reached at 1.30 p. m., just in time for dinner and to take in the horse show that was of big interest to the surrounding towns. Through this section of the country a motorcycle was looked upon as a curiosity; the gatekeepers declared that these were the first that have ever passed through; negroes fled to the hill tops and many of the whites gave the riders a wide berth, preferring to gaze from the security of their house porches rather than from the roadside.

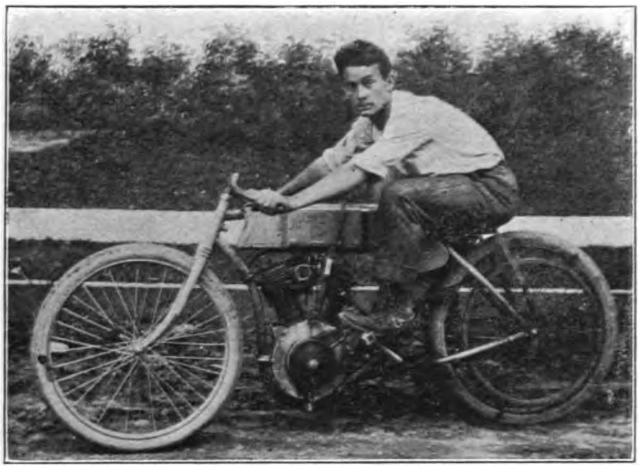
Numerous mounted horsemen were met in this section, and although the riders slowed up, and in several cases dismounted on their approach, the horses behaved badly. Several of them simply jumped the fences and made for the fields. On this road Captain Fisher saved a lady from an accident by bravely grasping a refractory horse by the bridle. Smith and French both had punctures at the identical spot on the road to Charlestown, but they had become so expert by this time that they were off again in less than ten minutes.

This pike was in fine shape, and a stop of only a few minutes for refreshments was made. Then they hiked out for Harpers Ferry, which was reach at 5 p. m. Here a surprise awaited them. The townsfolk had heard of their coming, and a dance had been gotten up in their honor at the Hill Top Hotel, which amusement the boys joined in heartily. The next morning, after viewing the sights of this famed John Brown's country, the motorists set out for Frederick, stopping on the way to fix another puncture in French's machine, and arriving at 10.45 a. m., covering the eighteen miles in forty-five minutes' actual riding time.

Not a single mechanical mishap occurred in all this distance. Most of the roads were fine, others bad, and the cross country run off the main pike was over the worst samples of road building imaginable. Many miles of loose stones were ridden over and it was a wonder that the outer casings of the tires were left at all to tell the tale of the trip; but they were, and they are still good for many more miles of travel.

After leaving Frederick it was the intention of the riders to make a long detour via Emmittsburg and Westminster before reaching Baltimore, but an accident to the valve lifter on Captain Fisher's machine prevented this, after traversing five miles of the fine pike to that town. This necessitated a return to Frederick over the rough Frederick Pike, which, for the distance, was the meanest part of the trip. Straus developed some ignition troubles below Ridgeville, which made a further delay, the riders arriving in Baltimore shortly after 6 p. m.

The riders started for a pleasure trip, and it came out beautifully. The mileage averaged a century a day, with plenty of rest, and had they wanted to pile up mileage, 500 miles in three days would have been an easy undertaking.



HARVEY BERNARD.

Bernard Captures Algonquin Honors

AT the Algonquin hill climb, held under the auspices of the Chicago Motor Club up the half-mile Phillips hill on August 14, Harvey Bernard carried off first honors in the motorcycle events by making the climb in the 61.0 cu. in. piston displacement class in 0.31 4-5 sec., on one of the new Harley-Davidson twins. In the other classes the glory and prizes were well contested for, Fred Huyck capturing two first places on his Indian, and tied with Thomas Champay in the first event.

This was the second attempt to hold the Algonquin climb, which is an annual affair of the Motor Club. Early in June the climb was spoiled by a downpour of rain after half of the events had been run off, that is, the climb up Perry hill had been made in the morning, but Phillips hill was in such bad condition that even the automobiles could not take it in the afternoon. The motorcycle events were conducted by the Chicago Motorcycle Club, and it was finally decided to let the Perry hill climb stand as one contest and make the trials on the 14th an entirely new contest.

While Bernard's time was fast, beating the former automobile record of 0.33 4-5, it did not touch Frank Leland's record of 0.29 2-5, the fastest time of the day, made in a Stearns six-cylinder car.

Great things had been expected of Van Sickle, on a 7-h. Indian, in the 61 class. In this first attempt one of the spark plug connections worked loose and the last third of the climb was made on one cylinder. His second trial resulted more disastrously, though he was not even scratched in the mix-up. He started up the hill at a sixty-five-mile-an-hour clip, but suddenly lost control of the machine, which threw him forty feet off the road.

In the first event, the 20.10 class, only two entries were made, and both made the climb in 0.40 4-5 sec. The 30.50 class with full road equipment was won by A. G. Lyon very handily, on an Excelsior, in the very good time of 0.42 3-5.

The summaries:

Cylinder capacity, 20.10 cu. in.—Fred Huyck, Indian, and Thomas Champay, Torpedo, tied in 0.40 4-5.

Cylinder capacity, 30.50 cu. in.—Won by Huyck, Indian, 0.33 1-5; Samuelson, R-S, second, 0.34 4-5; Walter Davidson, Harley-Davidson, third, 0.36 4-5.

Cylinder capacity, 61 cu. in.—Won by Harvey Bernard, Harley-Davidson, 0.31 4-5; Charles Van Sickle, Indian, second, 0.33 2-5; Huyck, Indian, third, 0.34.

Cylinder capacity, 30.50 cu. in., fully equipped stock machines.—Won by A. G. Lyon, Excelsior, 0.42 3-5; Huyck, Indian, second, 0.46; Bernard, Harley-Davidson, third, 0.46 3-5.

Aurora Club's Second Annual

THE second annual race meet of the Aurora Motorcycle Club, held on the Driving Park track at Aurora, Ill., on Saturday, August 8, was a runaway for Fred Huyck in five out of the six events. In the only race in which he was beaten he secured third place.

The summaries:

Three-mile, for stock roadsters, standing start, for machines not exceeding 30.50 cu. in—Won by Fred Huyck, Indian, 4.23 3-5; R. W. DuSell, Thor, second; H Holck, Thor, third.

Three-mile, standing start, for machines not exceeding 20.10 cu. in.—Won by Stanley T. Kellogg, Indian, 4.09; C. S. Hinckley, Thor, second; F. Huyck, Indian, third.

Ten-mile, for machines not exceeding 40.50 cu. in, standing start—Won by F. Huyck, Indian, 13.20 4-5; J. S. Tormey, Merkel, second; Harvey Bernard, Harley-Davidson, third.

Pursuit Race, standing start, for machines not exceeding 30.50 cu. in.—Won by F. Huyck, Indian, 15½ miles in 19.05; J. S. Tormey, Merkel, second.

Twenty-five-mile, standing start for machines not exceeding 30.50 cu. in.—Won by F. Huyck, Indian, 33.14 2-5; Harvey Bernard, Harley-Davidson, second; J. S. Tormey, 3½-h. Merkel, third.

Five-mile, standing start, for machines not exceeding 30.50 cu. in.—Won by F. Huyck, Indian, 6.48; Tormey, Merkel, second; Bernard, Harley-Davidson, third.

IN the United States Consular Reports of August 20 is a statement of trade conditions in the United Kingdom for the six months ending June of this year which indicate a dullness in motorcycle exports and imports there. Imports show a decrease despite the increase in popular favor of this kind of sport. During the first six months of this year the import figures were 908 cycles, valued with parts at $176,201. For the same time last year the figures are 1,142 machines, valued at $241,558. As to British exportations for the six months ended June, 1908, some 390 motorcycles and parts, valued at $119,156, were sent abroad in comparison with 330 motorcycles and parts, valued at $127,171, for a similar period in 1907. Thus, despite an increase of sixty in the number of motorcycles imported, the total export value decreased by some $7,300.

FRED HUYCK.

N. Y. Club Visits Mt. Beacon

THAT most pleasant (?) Sunday run to Mount Beacon by the New York Motorcycle Club on August 15, will long be remembered by some of the riders. One of the new members was initiated, and is now a full-fledged, dyed-in-the-wool motorcyclist, with several missing patches of hide to prove it. Then two of the most expert riders in the club undertook to drive a Ford runabout, instead of their two-wheelers, and they came to grief on a big, strong fence post. It is true the post was alongside the road, just where it belonged, and not obtruding its presence in the least, but it managed to get in the way of the car in some manner. The post is still there.

The roads for the first thirty miles of the jaunt were lovely—boulevards. But the last portion, some thirty-five miles, was "fierce," to say the least. The experienced riders had no difficulties, however, though there were only two of them who wanted to ride home. Even they crossed over the river to Newburg and made the return trip on the Jersey side. The others came back by boat, which, by the way, was a splendid sail down the river, under the stars, with searchlights playing from passing steamers and songs and stories and cigars (Kreuder's, the result of a lost bet) to pass the time away.

The new man took his first spill in making a turn in some loose stone. His N. S. U. slid out from under him and he landed on his knees in the gutter. One trouser leg was torn. The belt slipped off the rear pulley, going up a stiff grade a few miles further on, and Al. Kreuder came alongside to push him up the hill. Handlebars scraped, result, four nice little chunks of skin were dug from his left knuckles. Again, on a hill, the novice was going at a great rate when the belt rim hit a rock hard enough to spill him. To cap the climax, right at the end of the trip he run into a switch frog at the foot of a hill and took a header clear over the handlebars. More bruises, more lost hide and a torn coat sleeve. He got there nevertheless.

Chapple and Walter Goerke were in the car, the former at the wheel, when a big Stearns, coming from the opposite direction, forced them into a newly made portion of the road, which gave way under the outer wheels and dropped them down into a fence post. Goerke landed some thirty feet away in the adjoining field, but Chapple stuck to his post (the steering column, with the wheel playing havoc with his breakfast). The runabout was so much the worse for wear that a team of horses and truck had to be secured to take it away. It is the property of "Billy" Wray, who enjoys automobiling almost as much as motorcycling. "Billy" was riding Chapple's Vindec.

Above Tarrytown the roads were in bad shape. They are being remade, and there are miles of loose stone and crushed rock, with other miles that are dug up for six inches in depth preparatory to the roadmaking process. In another two or three weeks' time they should be in splendid shape, as numerous steam rollers and gangs of workmen were passed.

At Fishkill-on-the-Hudson a splendid dinner was secured at the Holland House, and afterward the trolley and incline railway were taken to the summit of Mount Beacon. The day was ideal and the view magnificent. The towns of Matteawan, Fishkill and Newburg (across the Hudson) spread out, apparently from under the very base of the mountain, and the course of the river can be traced for miles up and down. The spectator can look for a great distance in all directions, and the restful hour's time spent on the 1,200-foot peak is well worth the ride necessary to get there. At the very top of the mountain is a granite tower, erected by the D. A. R., on the spot where the signal fires of a handful of patriots warned General Washington of the movements of the British forces.

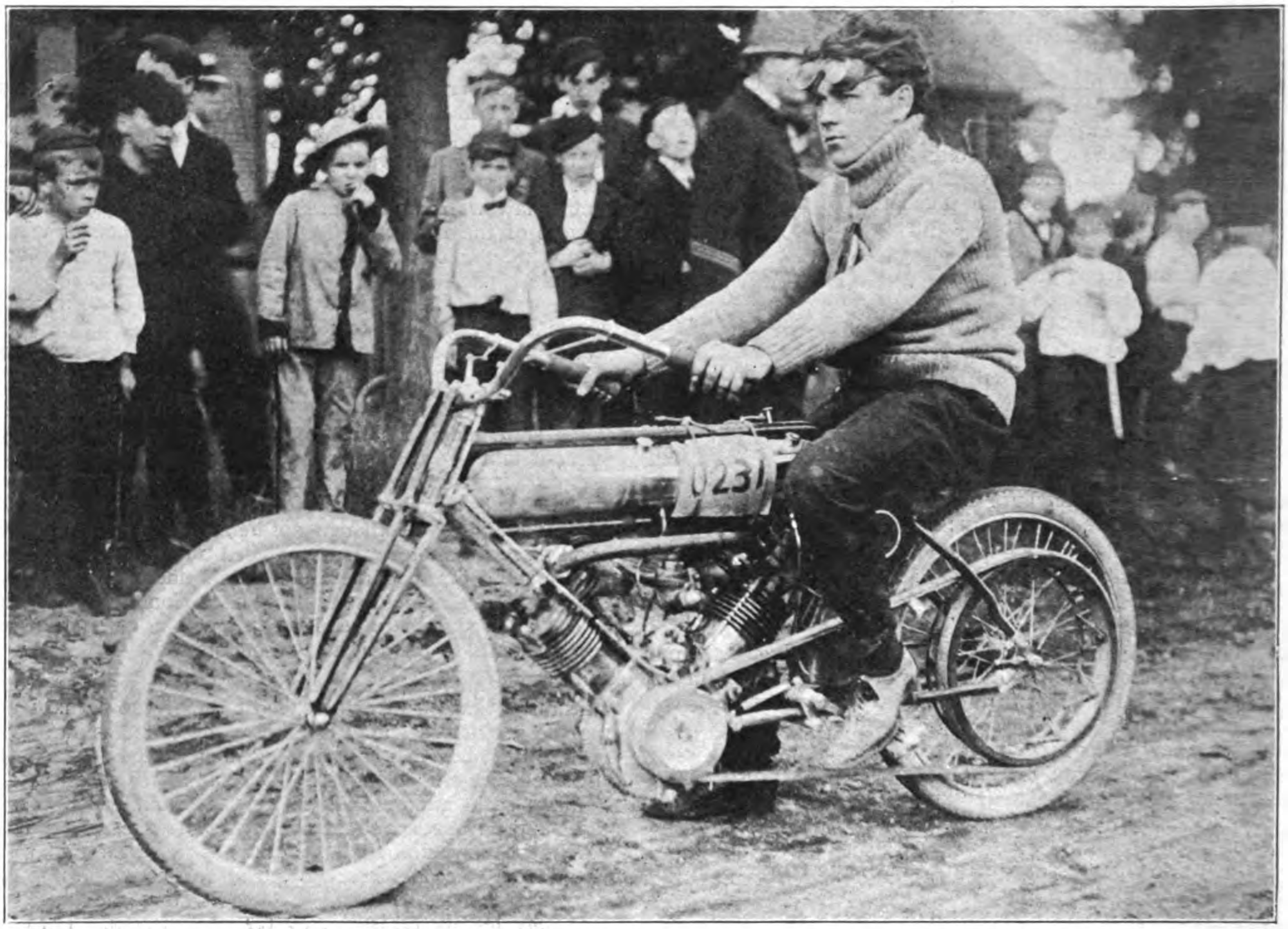
Changes in Massachusetts Law

RIDERS entering the state of Massachusetts these days will do well to familiarize themselves with the new law passed by the Legislature which recently adjourned and which was signed by Acting Governor Draper. While no very radical changes in the existing automobile law were made there are certain alterations in the powers of the Highway Commission, ignorance of which may cause trouble to the owner or driver of a car or motorcycle. The new law considerably strengthens the commission and adds some new offences which are punishable. Most of the changes were originally suggested by the Safe Roads Automobile Association and were concurred in by the Highway Commission.

The non-resident who has complied with the laws of his home state may still drive in Massachusetts seven days without taking out a Massachusetts registration. But if a non-resident driving in Massachusetts during the seven days' limit is convicted of violating any provision of the automobile laws, whether or not he appeals, he must thereupon have his motorcycle registered and secure a license, thus placing his machine and himself under the jurisdiction of the Massachusetts Highway Commission. The courts are required to send records of the convictions of non-residents to the Highway Commission.

The new law enlarges the powers of the Highway Commission in several directions, most important perhaps being the provisions which constitute the commission an investigating body in relation to accidents. It is specifically provided that the commission may summon witnesses, administer oaths and take testimony, thus making it to all intents and purposes a court. Furthermore the act requires that the commission shall appoint not more than four investigators or examiners with powers of constables, police officers and watchmen and with power to serve processes that may legally be issued by the commission. Through these examiners the commission may investigate the cause of any accident in which any automobile or motorcycle is involved. Whenever the death of any person results from such an accident the commission is required forthwith to suspend the license of the operator, and must revoke the license, unless upon investigation or after a hearing, it determines that the accident occurred without serious fault upon the part of the operator. If a license is revoked it cannot be renewed for a period of at least six months.

The power of the commission is further increased by a section of the law which authorizes it, in its discretion and without a hearing, to suspend the license of any operator whenever it has reason to believe that the holder thereof is an improper or incompetent person to operate an automobile or motorcycle, or is operating improperly or so as to endanger the public, and the license shall not be reissued unless, upon examination or investigation or after a hearing, the commission determines that the operator should again be permitted to operate. Under the old law the commission could not take action until a complaint had been brought, and then it had to give a hearing. The new law puts the burden of proof upon the operator instead of upon the commonwealth. The new law also amends the section under which persons learning to operate were permitted to operate a car if there was a licensed person in the car with them. Such operation for legitimate purposes is still permitted, but a person who has had his license revoked or suspended cannot continue to operate under this clause and evade the law by carrying a licensed chauffeur. Failure to display on a motorcycle the number or mark duly issued therefor is made an offense punishable by a fine not exceeding $100 or by imprisonment for a term of ten days or by both fine and imprisonment.



GUY M. GREENE—A WALTHAM RACING STAR

N. A. M. ANNUAL MEET

AT the annual business meeting and race meet of the National Association of Motorcyclists, to be held this year in and around Boston, Mass., on September 5 to 7, inclusive, a jolly good time will be had by the members in addition to the more serious affairs of business sessions and racing events. A grand jollification has been arranged for Sunday, the 6th, which will be the genuine article in the way of entertainments. A grand lobster and clam dinner, with all of the necessary accompaniments to an affair of this nature has been arranged for that date, to take place at Duxbury Beach, near Boston. Nothing will be lacking to satisfy the cravings of the inner man, and perhaps the best feature of the affair is that the whole day, or whole afternoon would perhaps be more accurate, will be spent at the Duxbury Beach, and that nothing holds the boards for Sunday evening. This will give the necessary time to digest and assimilate the good things with which the tables will be laden and enable the racing men to get back into lightweight trim for the twenty-five-mile road race, which starts at 8 a. m. sharp on Monday.

This road race bids fair to establish some mighty fast time. It is to be a handicap event, and of course the keenest rivalry will be among the scratch men. As long ago as the middle of August some of these riders have been over the course near Waltham in practice spins, and during the last week they have been at it fast and furious. They have tuned their motors up to the highest speed possible and have gone over the route time and time again to learn where all of the soft spots are and just how fast they can make the turns. Some of the boys say they can cover the course blindfolded, they know it so well.

Three riders, scratch men, are out for each other's scalp, and it will probably be one of them that carries off first honors in the race. Charles Anderson, on a machine of his own construction, and C. E. Mitchell and Guy M. Green, on M. M. twins, all of Waltham, are the three, and in practice spins they have attained really remarkable speeds over the straight, smooth stretches of road on some parts of the course.

The track races at Waltham on Saturday afternoon, September 5, also promise to be very interesting, though real fast time will be out of the question, as the officials have decided that in the interest of safety, they will limit entries on the half-mile circuit to single-cylinder machines. The Waltham cement bicycle track has finally been secured on which to hold the races. This piece of property is now owned by the city, and as it had already granted the use of the grounds for a baseball game, considerable difficulty was experienced in securing the track.

The headquarters of the N. A. M. will be at the Hotel Nottingham in Boston. This is one of the many good hotels there, and is situated within a stone's throw of Copely square, just back of the Public Library. From here will radiate all the lines of travel to the different towns where will be held the races, dinner, etc. Saturday will witness the track races at Waltham, for which an elaborate program has been arranged, and the evening will find the N.

A. M'ers back in Boston again for the annual business meeting. Sunday will be occupied by the dinner and other good things at Duxbury Beach. Monday morning will see the twenty-five-mile road race at Waltham, and then all hands will journey to Lowell to witness the automobile races there.

From New York City, members will go up to Boston, leaving by boat Friday afternoon. The steamer Yale, over the outside route, will be taken, all arrangements for accommodations, etc., for which have been made by George P. Jenkins, 6 West 60th street, New York City. The fare up will be $3.65, with $1 additional for staterooms. Each stateroom can be shared by two persons if desired. Machines must be on the dock three hours in advance, and gasoline tanks should be emptied. Brother Jenkins has all information on tap.

Since the above was put in type the Committee have arranged the final program. On Saturday, September 5th, races will be held at Waltham track. On Sunday, September 6th, a run will start from Copely Square, Boston, to the Standish House at Duxbury, where dinner will be served. On Monday, September 7th, the road race will be held as outlined above, followed by a run, starting at 9:00 o'clock, to the automobile races at Lowell.

FINE "AD" FOR MOTORCYCLING

ONE of the greatest of advertising campaigns for the motorcycle, and incidentally for the United Cigar Stores Company, is now being carried on in New York and vicinity by the above company, which will have a direct and beneficial bearing on the whole industry. In fact, now, after the scheme has been in force a little over two weeks, if a person mentions "motorcycle" in New York someone is sure to say: "Oh, yes, I know. I tried my luck. I'd like to get one all right." Just where the Cigar Stores Company is going to benefit, aside from the interest in the proposition which it has created and the amount of free advertising it may secure by giving the machines away, is not clear.

It remains a fact, however, that the company has purchased outright forty-five, single-cylinder, 2¾-h. Indian machines, and that it is giving them away, one each weekday, to the lucky man or boy who correctly solves a cigar puzzle on a card furnished in any of the stores in the metropolitan district, free for the asking. The cards from all the branches are put in one large receptacle at the end of the day, and one is selected at random. If he has solved the puzzle, which is a very easy matter, the man who deposited the card receives, free-gratis, a motorcycle. Of course, if the first card is not correctly marked, a second one is picked and so on.

On the first day of the contest, August 12, 25,000 cards were deposited. It is pretty certain that 24,000 of these held a correct answer to the puzzle, therefore a man who deposited one card had just one chance in 24,000 of securing a motorcycle, or, if he wanted to make a strong bid for a machine, he could have visited maybe a dozen different stores, and increased his chances just 1-24,000 in each case. So far, the winners have not been duplicated.

The scheme has its advantages, however. It is making motorcyclists, and giving one of them each day a machine to ride on. It is not in the single one, or in the whole forty-five for that matter, wherein lies the benefit to the sport. It is in the thousands of persons who are striving to get a machine that the center of interest is located. These are the men and boys who will some day be riders. If they don't happen to be the lucky ones on this deal they are going to save their money and buy machines, for they are interested, they want to ride, they have studied the subject, examined the machines in the windows of the stores, and the ultimate result will be the purchase of one, sooner or later.

The machines were purchased from the Hendee Manufacturing Company, after competitive bids had been secured from several other manufacturers, and the popularity of the Indian is said to have influenced the placing of the contract there. The value of the publicity obtained is hard to estimate, but can be placed in round figures at $50,000 for the Indian makers alone. Other manufacturers combined should realize at least an equal amount, and the horns, lamps, tools, etc., for the forty-five machines alone will cost a pretty sum. F. A. Baker & Co., New York agents for the Indian, is distributing literature and descriptive matter at the different cigar stores.

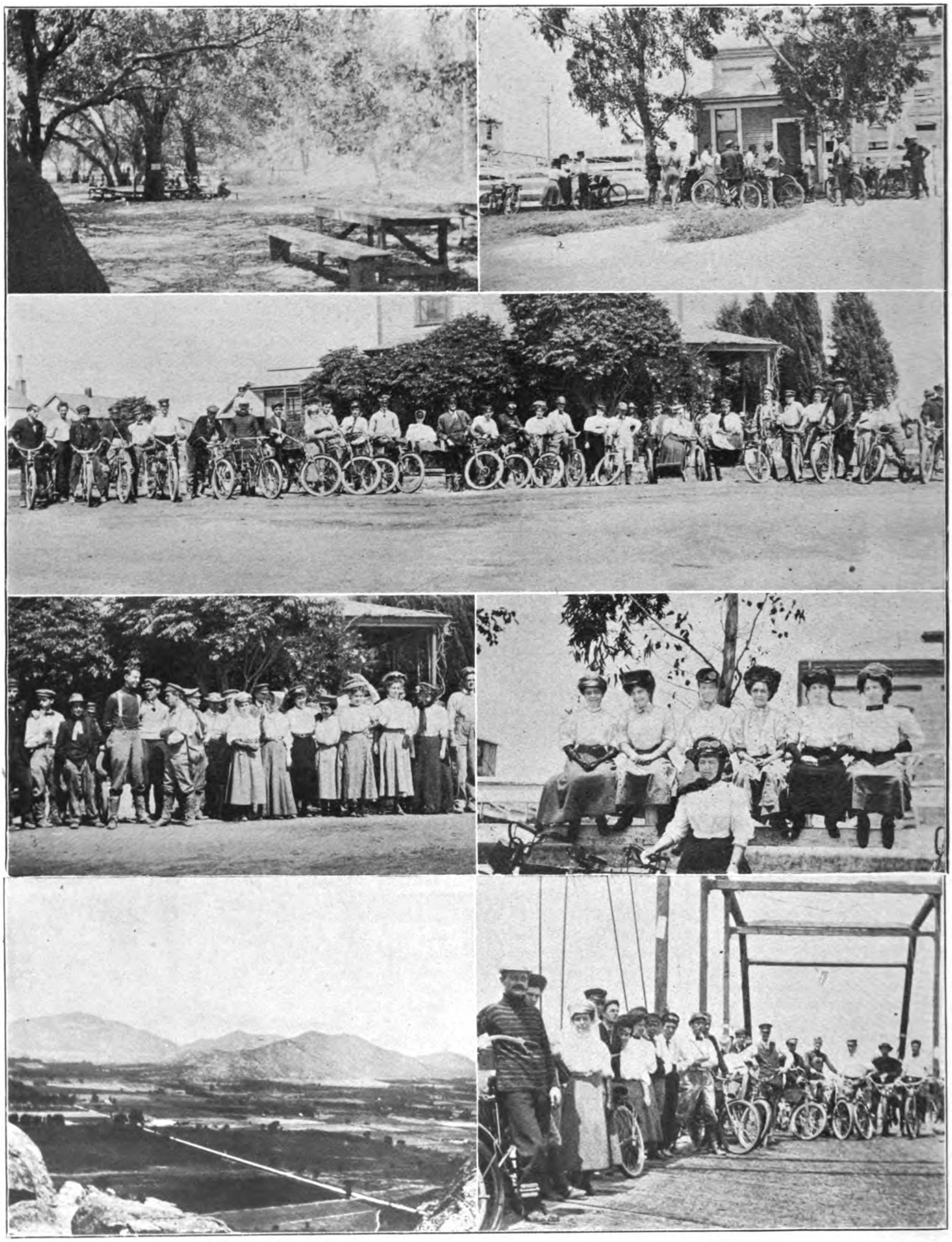
A MATCH race over a hundred-mile course from St. Paul, Minn., to Cannon Falls and return, between Bert Ostrander and Ed Worthington, was held on August 14, and Ostrander, on a Harley-Davidson machine, won first honors, Worthington, on his Wagner, finishing second by a little less than two hours. The two men left St. Paul at 8.15 in the morning, and Ostrander finished at 12.41.

The judges of the race were Tom Bird of St. Paul and Guy Webb of Minneapolis. Worthington was the first into Cannon Falls, but from that point on Ostrander had the lead, which he gradually increased.

Both men had considerable trouble with their tires, and were delayed from time to time. Ostrander reached Cannon Falls at 10 o'clock, Miesville at 10.19, Red Wing at 10.54; Miesville, on return, at 11.30, Hastings at 11.56 and St. Paul at 12.41, making the run in just 4 hrs. 26 min. The roads were in pretty good condition most of the way.

Worthington took his defeat with good grace, and paid full tribute to his opponent. "I was beaten fairly, and I am not going to make any cheap excuse. We both had some hard luck, but perhaps it is fair for me to say that I had more than an ordinary amount of hard luck with my tires. Of course, that is all part of the game, and when things go wrong we have to stand for it, anyway. Another time he might have the hard luck and I the good luck. A second race is quite likely between us. So many things enter into a contest of this kind that no one can say in advance what will happen or who will win. Ostrander won fairly and squarely, and I congratulate him." Ostrander says he will be glad to give Worthington another chance.

CLOSE finishes and well contested races were the rule on the half-mile track at Recreation Park, Detroit, Mich., on Sunday, August 23. The fastest time of the day was made by W. J. Treahy, who is but sixteen years old, on a Harley-Davidson machine, when he made two laps of the track in the fifteen-mile event in 1.10½. Don Clark won the five-mile handicap, H. D. Brown the ten-mile race and W. J. Treahy the fifteen-mile event. Don Clark also won in the single-cylinder class.



LOS ANGELES CLUB RUN TO ALAMITOS

KINKS AND WRINKLES

FIRST, never use an unsuitable oil. Find out what make of oil the manufacturers of the engine recommend; don't listen to them if they advise their own brand, as you cannot be bothered to carry it on tour, but get the name of a brand that is everywhere obtainable, and ask the factors of it for a list of agents. Never buy unknown brands, nor yet oil from cans previously opened, or from big stock drums.

Second, never use too little. Poor running, strange squeaks, knocks or grinding sounds from the engine give due warning of this. There should always be about half a tumblerful in the crank case.

Third, rather less emphatically, never use too much. Over-lubrication causes caking of the rings, piston, valves and combustion head. But it is infinitely preferable to under-lubrication.

If oiling has been carried to the verge of safety in the direction of economy, you will feel the engine leap away every time a fresh charge is injected. If you never feel the engine respond to a pumpful, probably it is being somewhat over-lubricated, and the frequency of the charges may be cautiously reduced. No rule can be given, as the amount must always vary with the size of pump used, the temperature of the atmosphere, the qualities of the oil and the speed of the driving.

Tests for Oil.—Heat to 400 degrees over a Bunsen burner. If any residue in twenty-four hours the oil is a very good one. For purity, leave the oil on a burnished copper surface for two days; if no green stains result, it is free from acid. For dirt, strain a portion. For viscosity, place samples on a flat sheet of glass and heat its underside. The oil that spreads farthest is the most suitable, but the flashpoint test with a Bunsen burner should precede this test. In general, any oil contained in sealed cans bearing name of a known and reputable maker will be safe.

Special Lubricants.—For magnetos, gas engine oil.

Chains, grease and graphite mixed, applied to a clean chain.

Machine bearings, any good cycle oil.

Tricar wheels, stuff with grease under caps; fill rear wheel with grease, supplement with cycle oil.

Gear boxes, engine oil or gear grease, alone or mixed, as recommended by makers.

Water pumps, thickest grease.

Contact breakers, drop of cycle oil on all cams occasionally. Some wipe contact breakers should run in grease.

Magneto drives, grease when dismantled; most drives obtain their lubricant from the engine.

Leather belts, dubbin, engine oil or any special dressing.

Clutches, collan or castor oil, allowing time to soak.

Free wheel, flush with paraffin, oil with cycle lubricant.

Tire covers and valves, French chalk.

Pump piston washers, vaseline or grease.

The Run to the Sugar Factory

THROUGH the kindness of S. L. Lyon of the Los Angeles Motorcycle Club, we are able to print a page of very interesting pictures. They were taken on the recent club run from Los Angeles to the Alamitos Sugar Factory, which was held on Sunday, August 17. The distance is thirty miles, the roads are fine and the members had a very pleasant outing. The feature of the photographs, outside of their picturesque beauty, are the number of ladies who took part in the run. In the larger photograph seven women motorcyclists are to be counted, while two ladies enjoy the luxury of tricars. Pictures of this interesting run are shown on the opposite page.

Handle Starting.—Always pull handle up, never push it down. If position does not allow of pulling it up, disengage handle and reengage dogs till it does. Never even pull handle up except with spark well retarded.

Do not grip handle, but allow it to lie loosely across first joint of the fingers, without the thumb encircling it at all.

Always flood the carburetter, and verify position of every lever, especially the spark advance, before pulling.

If engine is sulky, and known to be in tune and order, inject a few drops of petrol into cylinder.

Handle starting with magneto ignition is only recommended if the handle is set on a countershaft or on the rear axle. It is possible to start a twin-cylinder engine with magneto ignition and a crankshaft handle, but it will frequently be a weariness of the flesh. Often the contacts will have to be levelled up and washed with petrol before a start is obtained.

Common starting defects, when engine, etc., are known to have been perfect at the stop: Coil trembler stuck, cylinders gummy, plug points too far apart, or carbonized, dirt or stale petrol in carburetter, engine very hot, petrol turned off, and switch not on.

In persistent failure to start a twin-cylinder engine on the handle, engage top gear, release compression in one cylinder (by holding down inlet valve, or putting penny under an exhaust valve), get passenger to push while clutch is held out, engage clutch gradually when fair speed is attained, and release compression in second cylinder when first cylinder begins to fire. (N. B.—This is given only for novices in emergencies.)

Handlebar Switches.—Every motorcycle should have a positive means of stopping the engine carried either on handlebar or steering wheel. With a tricar, the clutch may stick; a motorcycle may sideslip. If the engine cannot be instantaneously and certainly stopped, the resultant damage will be largely increased.

Hot Crank Case.—The crank case necessarily receives a certain degree of heat by communication from the cylinder, but this degree is limited. If the crank case gets hotter and hotter with each successive run, or any time gets so hot that the hand cannot be kept upon it, there is a serious leakage past the piston rings, which should be seen to.

Leaky Petrol Union.—A mere leak can usually be repaired with soap, seccotine, fish glue or cæmentium, aided or not by binding with insulating tape. A pocket soldering outfit is easily carried. If leak is in the union, a stuffing gland may be faked out of string, or a short piece of rubber tubing may be threaded over the tube.

Leaky Radiators.—Failing prompt soldering, bind with rag or tape smeared with red or white lead.

Leaky Water Pumps on Tricars.—If leak is per stuffing box, refill it with asbestos string well smeared with black lead.

If leak is from lubricator aperture, keep well greased, and if this fails, refit lubricator to a six-inch pipe made to fit tightly into original aperture, and carried up vertically therefrom.

Loose Nuts.—If a nut often comes adrift, and yet is in such a place that no ordinary adjustment will necessitate its removal, the end of its bolt may be slightly burred over with a light hammer, spreading the metal enough to prevent nut falling off. If nut ever has to come off, a spanner will force it over burr, and restore the thread in passage.

If nut is a large one, and may need to be removed at any time, paint over bolt end with thick, ropy black paint.

If a small one, varnish with clear varnish. Nuts in accessible places which have to be constantly removed and replaced, should be castellated and the bolt fitted with a split cotter.

Corroded Accumulator Terminals.—The positive terminal of nearly all accumulators will frequently become coated with a loathsome green deposit. The best cure is to first make a clean, tight connection, and then to smear the entire terminal with vaseline.

Counterfeit Lubricating Oil.—The lubricating oil is the soul of the engine, therefore never buy oil of unknown makes, or from previously opened cans, or from unnamed fifty-gallon drums. Many unscrupulous oil retailers refill the standard cans of responsible oil firms with cheap, common rubbish, so it is as well to be constant to firms who either seal their cans hermetically with tin stoppers or who use a wire and lead disc. Bad oil leads to mysterious overheating, loss of power and bad running.

Difficulty in Starting.—A motorcycle should never be pushed more than six yards to start it; if it will not start in six yards on the level something is wrong, and effort will be better expended in search than in propulsion.

1. Verify setting of levers, switch, petrol tap.
2. Is piston really free in cylinder? If not, inject paraffin.
3. Is there a good spark? If with H. T. magneto are plug points not more than half a millimeter apart?
4. Is carbureter jet clear and well provided with petrol?
5. Are valves working, especially a. o. i. v.?

Imagining that the carbureter is known to be perfectly clean, and the engine was put away in perfect order, the commonest reasons of sluggishness in starting are:

1. Petrol lever too low in jet.
2. Piston gummy in cylinder.
3. With coil ignition, too light a pressure between engine contacts, dirty or rough contacts, stuck trembler on coil.
4. With magneto ignition a motorcycle engine is always easily started provided sparking plug points are set closely together.
5. Stuck up inlet valves of the automatic pattern.

A motorcycle is always as easy to get away as a push cycle if its owner takes the trouble to keep its working parts clean, and to adjust them occasionally.

Failure to Answer Throttle.—Engines fitted with automatic inlet valves sometimes fail to show any increase of power when the throttle is opened wide. This is probably due to a bent or dirty inlet valve stem. The opening of the valve being thus restricted, all the gas that can be accepted through it is taken with the throttle partially open.

Gradual Stoppages.—If the machine commences to run badly, and presently "peters out" altogether, the trouble is most likely to be:

1. Stoppage, partial or complete, in petrol pipe or carbureter (this will be accompanied by misfires).
2. Gradual detachment of an electrical terminal, or failure of a sparking plug (this will be accompanied by misfires).
3. Seizures or breakage of some part of the engine (probably accompanied by misfires).
4. Preignition.
5. Overheating.

Metallic Noises.—An unaccustomed metallic noise in the engine should fetch the rider to a standstill faster than the raised hand of a policeman, and under no circumstances should he proceed till the cause of the noise is found and removed. It is almost certain to be due to under lubrication, and if oil is injected and worked into the parts by revolving the engine by hand or foot, the noise will probably cease.

Overheating.—A motorcyclist is prone to accuse his engine of overheating whenever it misbehaves and simultaneously runs rather warm. Real overheating is the rarest thing in the world, but some of the following are frequently mistaken for it:

1. A choked exhaust, due to weak exhaust valve spring, dirty silencer, narrow or much bended exhaust pipe, wear on valve cam, camshaft, valve tappet, wrong timing of exhaust valve and movement of adjustable tappet.
2. Failure of lubrication through pump going amiss, through too much web on top of crank case, choking of an oil way, stoppage of pipe, use of unsuitable or counterfeited oil, loss of drain tap, over driving the engine without extra lubricating and forgetfulness to oil up.
3. Collection of carbon on piston head and cylinder, which raises compression.
4. Too high a gear (very common when overheating is supposed to occur only on hills).
5. Too rich a mixture, causing engine to get too hot, and so preventing lubrication.
6. Preignition through a particle of metal, porcelain, carbon or rough edge on casting getting incandescent, and causing engine to fire early or to continue firing when switch is off. Sparking plug insulation may fail altogether.
7. Ignition too far retarded for speed of engine and work it has to do.
8. Failure of water system by pump stoppage, choked tubes, dirty radiators; inefficient cooling by air flanges owing to encrusted mud and oil.
9. Very tight piston rings, or connecting rod or crankshaft bearings; valve expanding and sticking in guide; valve expanding and fouling tappet when tappet is down.
10. Overdriving the engine for long periods on a very low gear.

Removing Timing Gear.—When compelled to dismount the timing gear of the valves or ignition, the trouble of retiming in the event of the pinions being unmarked is easily avoided by gently prising the cover away from its joint, and then holding wheels in mesh with a wire or spoke before cover is lifted off. If the wheels are not stamped for reengagement, they may now be stamped with punch or marked with a file before they are disturbed.

Rusty Rims.—Rust between the beads of the rim is a deadly foe to the tires. Once or twice in a season the rims should be bared and sandpapered clean. A coat of enamel may then be given.

Short Circuits.—"Shorts" may be due to grease, metallic contact or broken wires. The commonest forms are due to a wire chafing through where it runs close to the tank or frame. The apertures in accumulator box should always be large, and the wire should have double protection where it issues from them. Until expert enough to trace shorts by the eye, always carry a length of bell wire, and if no spark is found at the contact breaker or the sparking plug, detach each piece of wire in turn, and replace by the length of bell wire temporarily; then see if the errant spark has returned. This is the surest and shortest method for novices, but if machine be at all new it is fairly certain to arise from a loose wire or terminal.

Avoid frayed strands of wire at connections, which may touch other terminals.

Avoid small and flimsy switches, in which shorts are very common.

A blow on cover of contact breaker will often cause a short; notice if cover be dented.

Keep wire as short as possible, and if possible run all wires inside rubber tubes slipped over them.

Water on switch, contact breaker or exterior of magneto is a sure conveyor of shorts if on the right place.

Cheap low tension wire often snaps under its insulation and should be avoided.

If a very tricky, spasmodic short occurs, a sure test is to watch for it with machine running on stand in darkness. It is likely to be inside the coil box. High tension wiring becomes porous in time, and the current will leap through it to any adjacent metal.

NEW JERSEY LABOR DAY CONTEST

PLANS are well under way for a 200-mile endurance contest to start and finish in Newark, N. J., on Labor Day, September 7. The New Jersey Motorcycle Club has the program in hand, and fifty entries are assured from club members. Whether the event will be an open one or confined to members only has not, at this writing, August 25, been decided. F. A. M. rules will govern, and gold medals will be awarded for perfect scores.

The schedule calls for an early morning (5.30) start from Branch Brook Park, Newark, to Montclair, Pompton, Suffern and Monroe, where the first control will be located. From Monroe the macadam will be left behind and country dirt roads will be followed to Greenwood Lake around the west shore of the lake to Newfoundland. Then a hill-climb will be held up Green Pond Mountain. Here also will be located the second control. From here the route leads to Rockaway, Morristown, Bernardsville, Somerville, Princeton, Hightstown, New Brunswick and into Newark. The scheduled finish will be at 7 p. m.

The endurance contest that the club held last spring, which was called off on account of the downpour of rain on Decoration Day, served to whet the members' appetites for something more strenuous in this line, hence the above fourteen-hour grind. The plans were laid at a recent meeting of the club, and details have been worked out since. All members should send in their entries to Captain Percy Drummond, 42 Crawford street, Newark.

Some Good Coast Racing

AT the track meet held under the auspices of the Oakland (Cal.) Motorcycle Club at Concord on Sunday, August 16, honors were evenly distributed among the riders and the events were well contested. The races were marred at the finish when W. G. Collins, president of the San Francisco club, was in a spill that came near ending seriously. Collins was on his last mile, about an eighth behind A. Chelini, when the accident occurred. The second quarter of the track runs through a cut which hides riders from the view of those in the grandstand and the judges, and it was here that Collins went down. How the accident happened no one knows, for Collins, when he came to, repeatedly asked for information. He was doing a mile in about 1 min. 3 secs. when he went out of sight. Close behind him was W. Dreyer, who, when Collins went down, could not turn out and went over his wheel. This was the second spill for Dreyer in the race. Peterson, who came next, could not see the two on the ground on account of the cut, and he too went over Collins' wheel, but managed to keep going and did not fall.

During the other races there were two spills, but not of a serious nature. The first race, a five-mile event for single-cylinder machines, was won by W. Dreyer, Indian; time, 6.25. The second event, a five-mile race for single-cylinder stock machines, was won by A. Roseberry, Metz; time, 7.07 2-5. The third event, for double-cylinder stock machines, was won by W. G. Collins, Indian; time, 6.16 2-5. The fourth event, a pursuit contest, was won by W. Dreyer, who overtook all in five and one-eighth miles. L. Heise was the last to be nipped. The twenty-five-mile free-for-all was won by A. Chelini, Thor, 5.17.

Coming California Meet

SOUTHERN CALIFORNIA is making plans for one of the biggest race meets it has ever attempted, to take place at Agricultural Park, Los Angeles, on September 20, under the auspices of the Los Angeles Motorcycle Club.

The arrangement of a program has been placed in the hands of a committee of motorcycle dealers composed of J. Arthur Scott, C. Will Risden, John T. Bill, Will Hoag and one or two others. They will arrange the card of events so that the various types of machines will be classified on an even basis.

Some of the features of the program will be a one-hour race and a five-mile professional.

In this event Derkum and Collins, of local renown, will enter, as well as Agraz and Dunn, of the saucer track. From the east will come Jake de Rozier, and with him Arthur Mitchell, Carl Duden, Johnny King and possibly one or two others. It will be the largest gathering of professional motorcycle riders ever seen in California, and if the plans of the committee can be carried out and all of the riders who have promised will come, the race meet will eclipse anything ever before tried there.

Veteran's Will Ride a "Century"

THE C. R. C. A. Veterans' century run will be held this year on September 13, and includes a motorcycle division, under Captain R. A. Van Dyke. The run will be from Bedford Rest, Brooklyn, to Sayville and return. Invitation to attend is extended to all cyclists in good standing, and not merely for the "old time veteran." Any cyclist who has not qualified as a veteran will have an opportunity to do so this year.

Two divisions will be all that will go out on this run—one leaving at 7 a. m. for bicycle riders; the other at 10 a. m., composed of motorcycle riders only. The run is intended simply as a pleasure jaunt and everybody will be expected to finish. A handsome souvenir medal will be provided for all those who finish. The course is over the most level roads on Long Island and will pass through the beautiful villages of Babylon, East Babylon, Bay Shore, Islip, East Islip and then the famous Vanderbilt estate at Oakdale. To those who have confined their riding to the roads west of Amityville, an agreeable surprise will be experienced. The old cycle paths are still in good condition. Many of the roads are built of oyster shells and are wide and as hard as stone.

One advantage offered to participants is that the Long Island Railroad is parallel with the course, with stations a few miles apart. In case of accident this will be an advantage not often found on runs of this kind. Entrance fee of $1 must accompany the entry. Blanks may be obtained from Captain Van Dyke at 317 West 134th street, New York City.

San Diego Men Will Race

AT the meeting of the San Diego, Cal., Motorcycle Club, held on Tuesday, August 11, it was decided to hold a big race meet at the Coronado track on September 9, if it could be secured for that date. In addition to the preliminary plans for the races, the arrangements for a run to Miramar were made, where the members journeyed as guests of Mr. and Mrs. John Scripps on the following Sunday. At the meeting the handsome Miramar cup was officially presented to A. E. Lambla, who was entitled to it for winning the race at the recent meet held at Lakeside. This cup was donated to the club by James Scripps and this is the first time that it was ever raced for. The rider who wins the trophy three times becomes the perpetual owner.

Motorcycle Mart It Sells the Stuff Two Cents a Word

CHICAGO: TWO FAVORITE RUNS

MR. AND MRS. E. N. WANTZ

CHICAGO, from a motorcyclist's point of view, is an ideal city. It has a very extensive park system and miles and miles of boulevards and good roads. It has its bathing beaches and amusement resorts. It still retains some of the buildings and other effects from the World's Columbian Exposition, held there way back in '93. Its motorcycling citizens are progressive and enthusiastic; they have an up-to-date and rapidly growing club. One of Chicago's devotees to the recreation is E. N. Wantz, who was recently interviewed by MOTORCYCLE ILLUSTRATED in regard to his machine and some of his trips. He said:

"About a year ago I became interested in motorcycling, and after the usual study of catalogues, finally decided on a Harley-Davidson and purchased one. A short time afterward I bought a Manson sidecar and had the frame rebent to fit the machine. The sidecar is never detached, as my wife, who is as enthusiastic a rider as myself, always accompanies me.

The cyclometer has registered 1,500 miles since the machine has been in my possession. This mileage was made in trips to all points of interest in the city and to many of the surrounding towns, among which are Aurora, Blue Island, Elgin, Fort Sheridan and Joliet, Ill., and to Crown Point and Hobart, Ind.

A very pleasant trip within the city, and one which we frequently make, is to strike Grand Boulevard at some point between Thirty-fifth street and Washington Park. Then, proceeding southward past Washington Mounment, at the entrance of the park, the Refectory is passed and the Midway reached. This magnificent boulevard consists of two parallel driveways one mile in length, between which is a depression that at some time in the future may be converted into a canal connecting the lakes of Washington and Jackson parks. On the north side of the Midway are located the various buildings of the University of Chicago, which we pass and enter Jackson Park. This park and the Midway were the site of the World's Columbian Exposition of 1893 and several of the buildings are still standing.

After a turn to the right we reach the anchorage of the Jackson Park Yacht Club. Here, in sharp contrast to the trim yacht and modern motorboat, are anchored reproductions of the caravels in which Columbus first crossed the ocean. They were built in the navy yards of Cadiz and Barcelona, the Santa Maria at the expense of the Spanish government and the Nina and Pinta at that of the United States. On February 18, 1893, they sailed from Cadiz, convoyed by one Spanish and two United States warships, and reached Havana about the middle of March.

After taking part in the naval review at New York they were forwarded to Chicago as part of the Spanish exhibit at the exposition. They were afterward turned over to the park commissioners for safekeeping.

On a promontory at the entrance of the harbor is also a reproduction of the Convent of La Rabida, the original of which is located a few miles north of Cadiz, which furnished a shelter to Columbus in his time of trouble. This has lost much of its medieval aspect and charm since it has been sheathed with clapboards to protect it from the weather. It is at present used as a fresh air sanitarium for children.

The trip is resumed southward from this point past the South Shore Country Club to Manhattan Beach, distant about one mile. Manhattan Beach and those in the vicinity present an animated appearance on a hot summer day with their thousands of bathers and spectators. An hour may be spent very pleasantly here watching the high diving and fancy swimming.

The return trip may be made via a number of different routes, but probably the one along the lake shore will be selected on account of the fine views and cool breezes it affords."

MANHATTAN BEACH

CLUB NEWS

A PERMANENT organization of local riders was effected when a number of enthusiasts met at the Central Annex Hall, 116½ West Sixth street, on August 17, and organized the Motorcycle Club of St. Paul. Riders of many different makes of motorcycles were present, and a constitution was read, the adoption of which was deferred until the next meeting. Officers were elected as follows: George K. Foster, president; C. S. Horn, vice-president; Theodore F. Broos, secretary, and Alban Bodine, treasurer.

C. A. Carpenter, Charles Tansen, H. A. Pepin, C. S. Horn and C. Richter, the members of the constitution committee, prepared the latter document from those of the old St. Paul Motor Club and the St. Paul Automobile Club, and allowing for changes and insertions made necessary by present conditions, this constitution, in all probability, will be adopted.

Dues and initiation fees for charter members were fixed at $1 for the remainder of the season. Arrangements were made for the purchase of club stationery, and those present contributed the fee which made them members for the year.

The members are enthusiastic in pushing the new club and went away under orders to stop every St. Paul motorcyclist who came in their way and extract from him the membership fee. Announcements and particulars will be posted at all motorcycle dealers. It is proposed to make arrangements with the Minneapolis Motorcycle Club for joint meets, exhibitions and speed contests to be held regularly.

FOLLOWING the preliminary meeting held in Keene, N. H., for the purpose of organizing a club of Cheshire County riders, about twenty of the boys from that city and Marlboro took a run Sunday afternoon, August 2, to Winchester, where motorcyclists from Bellows Falls, Swanzey and Winchester met them.

A report on a constitution and by-laws made by a committee that was appointed at the preliminary meeting was read and accepted. This was followed by the election of officers, who are: Glenroy W. Scott of Winchester, president; Fred S. Morse of Keene, vice-president; C. C. Wilber of Keene, secretary; Henry C. Lake of Keene, treasurer; George H. Cross of Winchester, captain; H. L. Rixford of West Swanzey, first lieutenant; Clinton E. Bissell of Bellows Falls, second lieutenant.

A road committee was elected, which consists of James E. White, G. Fred Little, R. H. Abbott and Harry C. Dean of Keene and Frank E. Leonard of Winchester. The duty of this committee will be to plan runs and to look after the social end of the club. The matter of a name for the club was discussed at some length, but it was voted to leave this in the hands of the officers of the club.

STEPS looking toward an organization of riders in Tidewater, Va., have been made by Eph Ball of Ball & Co., who is heading the movement and wishes persons interested to send in their names to him, room No. 300, Seaboard Bank Building. At the present time there are about seven or eight motorcycles in Norfolk city, but if the owners who live in the surrounding territory will join hands it is believed by Mr. Ball that an association of some importance can be organized.

Mr. Ball has been working on the matter for some time and says that he intends to spend his time and money to bring about the desired end. Recently more interest in this section has been evinced in the sport and only the other day a lady of Norfolk placed an order with a local agent for one of the cycles.

Arrangements are now being made to have several motorcycle races at the track of the Jamestown Jockey Club when the Tidewater Automobile Association holds their meet, which will probably be some time in October.

A MEETING of the Minneapolis Motorcycle Club was held at Richmond Hall on August 13, at which the automobile racing committee for the state fair week was represented and made its report. It was decided to hold a ten-mile scratch race, open to all stock machines owned by Minneapolis riders. There will be a purse of $60 offered.

On August 20 there will be another meeting, when the constitution and by-laws of the organization will be adopted.

The prizes won by the club members in the 145-mile road race to St. Cloud recently were distributed as follows: Guy Webb, first, $25; N. M. Harford, second, $10; A. E. Wiley, third, $10, and he also received a special prize from the G & J Tire Company; Dr. H. M. Smith, fourth, $5; C. Van Sicklen, fifth, $5; J. Michaelson, sixth, $2.50.

A DOUBLE tour to Lake Geneva is planned by Chicago and Milwaukee motorcyclists. The two parties will meet at Kenosha and proceed to the lake together. The tour from Chicago will be in charge of I. F. Alofsin, who will lead in a Maxwell roadster with T. F. Smith. The rules for the tour will be those which governed the New York-Chicago tour, with an entrance fee of 50 cents. The Milwaukee end will be in charge of John R. Ball. The Chicago club will take strenuous action to stop the open muffler nuisance and will exert its influence to bring about a revolution in the attire of riders. Serious complaint has been made by the South Park Commissioners, who threaten to impose severe restrictions, which will tend to keep motorcyclists off the boulevards, unless reforms are immediately instituted.

RIVERSIDE, Cal., motorcyclists are planning a race meet on the Riverside track, September 9, Admission Day. Considerable interest is being displayed in the sport in the Citrus City, where the riders recently organized a motorcycle club. It is proposed as an attraction for the Admission Day races to secure "Dare Devil" Paul O. Derkum for several speed trials and exhibition runs, though it is hardly expected to break any records, owing to the track in Riverside being but a half mile.

FROM NEW YORK TO CROMWELL LAKE

THIS is a pleasant single-day trip, forty-six miles one way, over macadam roads for the greater part of the distance, and with but one hill of any length or grade —this is the well known Fort Lee hill at the very start. Above Suffern the scenery is beautiful. The route follows the charming Ramapo Valley, and, to the lover of nature, the ride will afford a constant succession of delightful surprises. Especially is this so during the coming fall weeks, when Indian summer will turn the woodlands that rich brown of many golden tints and shades. The lake itself is small and picturesque, but large enough to afford its visitor boating and fishing.

Take the boat at 130th street ferry, New York, and from Edgewater turn north or to your right and along the shore road and up the Fort Lee Hill. Early starting gives one the advantage of finding this hill unsprinkled and therefore safe to negotiate on the S turns. Just before reaching the top, take the left fork into Fort Lee village, then keep straight ahead over meadows and up and down hill to Bogota. Crossing railroad tracks twice, bear right and enter Hackensack, turning right on Main street (brick pavement). Continue up Main street to Passaic, turn left on Passaic street and continue straight out (not too fast, police) to Old Mill and water wheel at Arcola.

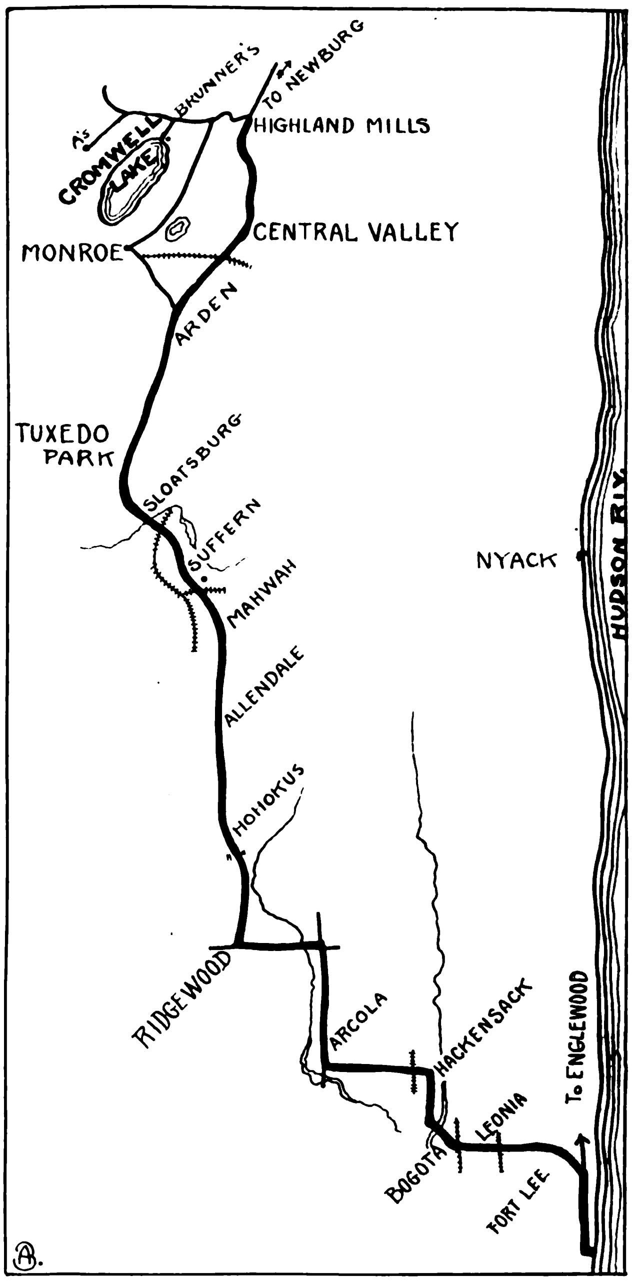
Turn right (do not cross bridge) and continue straight ahead about five miles to crossroads; turn left and cross several small bridges to Rouclare House on your right, turn right on Maple avenue, Ridgewood, and continue straight ahead to stone bridge at Hohokus.

Here turn left, after crossing bridge, and keep left up hill and straight ahead to and passing through Waldwick, Allendale, Ramsey and Mahwah, and, running parallel with Erie Railroad, enter Suffern. At centre of village, and after crossing railroad spur, turn left and bear right, avoiding right fork; and a short distance ahead take left fork and cross railroad tracks diagonally. Now on State road; cross iron bridge and through Ramapo, continue winding through Sterlington and Sloatsburg to Tuxedo Park (slow speed).

Passing main gate of Tuxedo Park on your left keep on ahead, winding around several sharp curves to north gate and golf grounds, entering the village of Southfields. Keep straight ahead, avoiding fork marked "Monroe," and two miles further on avoid right turn over iron bridge to Arden Station. Continue over the once private road of the Harriman estate. This road winds around the mountain with sharp turns that necessitate cautious riding and the use of the horn.

At fork leading to Turners and Monroe turn right, black sign reading "Newburg Central Valley," and continue on about a mile, crossing under railroad tracks of Erie and keep ahead on main road to end. Where turn left and bear right on road leading to Central Valley (look out for speed trap, twenty miles an hour). Make note of this turn, as you are liable to pass same if you come back this way. Continue through village of Central Valley and at drug store bear left and continue over winding roads to Highland Mills. After descending small grade, two stores on the left with culvert and road between, take this road, turn left and pass livery stables. Continue now on dirt road, up hill, winding past entrance to Hill Crest to a yellow house on right. Here turn right, blue sign reading "To Brunner's Lake View Hotel," and continue straight ahead about three-quarters of a mile to sign on left, "Brunner's." Turn left here, and a short distance brings you to the beautiful lake, where you may breathe cool mountain air or take a boat and row and fish to your heart's content.

The lake is not a large one, but the surrounding country is beautiful and makes this an ideal spot for recreation, where, also, a good dinner is generally found waiting. The return trip may be varied somewhat without increasing the distance very much. At the yellow house where your turn to your right coming up, turn right going back, which brings you to Monroe, where, after crossing railroad tracks, turn left and continue straight back to State road. (See accompanying map.)



A RECENT camp meeting of the Baltimore Motorcycle Club to Rockdale was largely attended, Captain Fisher piloting a number of new recruits, together with the "bunch" of seasoned riders, over the rough Liberty pike.

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Stock vs. Racing Machines

We print herewith a joint letter from the Magnet Motor Company and the N. S. U. Motorcycle Company, both of Chicago. It deals with the question of Stock vs. Racing machines on the race track. The letter is admirably fair in tone. If these companies have any pet particular grievance they do not state it. They simply advance the general proposition that the stock machine has no chance with racing machines in competition; that riders of the latter win all the glory, both for themselves and for the makers of the machine, and, of course, that has a distinct advertising value. Meanwhile, the makers and owners of the stock machines feel hurt.

The question is a broad one. Motorcycle racing is yet in its infancy, and, without doubt, year after year, changes in the rules governing competition on the race track will be evolved. Meanwhile the special problem advanced by our Chicago friends is complex and many sided. It might be said to them: "Well, if you think the scheme unfair, don't enter your everyday roadster against the racing machine." But that would be manifestly unjust, firstly because the maker of the roadster has no control over the man who owns the machine and who wishes to race it, and, secondly, because races confined exclusively to roadsters are so infrequent that makers of that class of machine, if they confined their entries to exclusive roadster events, would have little or no opportunity to reap glory and valuable publicity on the race track.

And here's another side of this many-faceted proposition. Quite a number of manufacturers list these racing, these special machines in their catalogue, carry them in stock and can very justly claim that they *are* stock machines. And, finally, without some specific rule, who could infallibly say, in the heat and excitement of running off a race meet, whether a debatable machine was or was not "stock." This would open up angry discussion and might even lead to legal action.

The proposition could perhaps be partially solved if, at every race meet, two or three events were specially set apart for the fully equipped roadster, private owner class. Then, perhaps, there might be a new rule added to the present Competition Rules which might run roughly this way: "The referee of a meet shall be the sole judge of the eligibility of any entry to any event, both as regards man and machine, and his decision shall be beyond appeal." That might cover the case. Of course, there are occasions, many occasions, when the owner of the roadster, throwing all classifications to the wind, is anxious to try his machine out against the racer. To satisfy this longing such an owner could enter in the free-for-all races. That would at once satisfy his curiosity and his sporting instinct.

Apropos of this matter we have before us the program of the Los Angeles September 9 race meet. It includes fifteen events of great and commendable variety. Of the fifteen races scheduled we find that two are for fully equipped "Stock" machines, while a third is set aside for *stripped* "Stock" machines. As this program is a very fine model, we append it in its entirety. It is worth the close study of all who are interested in motorcycle races, and particularly those promoters and race meet managers who are not any too well posted on the making of an interesting program.

And, finally, before leaving the subject, we cordially invite discussion of this question and of the competition rules in general. Only by airing your views, gentlemen, can the rules be amended from time to time until a satisfactory result can be obtained—*if ever.* On this subject of racing rules, classification of machines, etc., our pages are open to all comers. But please do not afflict us with private or personal grievances. If you have an axe to grind pray take it to the woodshed.

The Los Angeles Program.

Race No. 1. Five miles, fully equipped stock machines, single cylinder, under 20 cu. in.—Prizes, $20, $10, $5 in merchandise.

Race No. 2. Five miles, fully equipped stock machines, double cylinder, under 40 cu. in.—Prizes, $20, $10, $5 in merchandise.

Race No. 3. Five miles, Club Challenge Cup for single cylinders, for club members only, owning their machines fifteen days prior to race.

Race No. 4. Five miles, Club Challenge Cup for multiple cylinders, for club members only, owning their machines fifteen days prior to race.

Race No. 5. Man against motorcycle, 100 yards.—$5 in merchandise.

Race No. 6. Five miles, free for all, single cylinders.—Prizes, $20, 10, $5 in merchandise.

Race No. 7. Five miles, free for all, multiple cylinders. Prizes, $20, $10, $5 in merchandise.

Race No. 8. Fifteen-mile limit, Australian pursuit race, free for all, single cylinder machines.—Prizes, $25, $15, $5 in merchandise.

Race No. 9. Team race composed of five riders. Each rider carries trophy two miles. First relay, stock machines under 20 cu. in.; second, stock machines under 27 cu. in.; third, free for all, singles; fourth, stock multiple cylinders under 40 cu. in.; fifth, free for all, multiple cylinders.—Prize, Riverside Challenge Cup.

Race No. 10. Fifteen-mile limit, Australian pursuit race, for multiple cylinders under 45 cu. in.—Prizes, $25, $15, $5 in merchandise.

Race No. 11. Ten-mile professional, open.—Prizes, $35, $15.

Race No. 12. Ten miles, open, stripped stock machines, single cylinder, under 20 cu. in., for private owners not connected with the trade.—Prizes, $20, $10, $5 in merchandise.

Race No. 13. Trials for world's record, both professional and amateur.

Race No. 14. Five miles, Risden Challenge Cup, for multiple cylinder machines under 40 cu. in.

Race No. 15. One-hour race, free for all.—Prize, beautiful cup.

The Magnet—N. S. U. Letter

Editor Motorcycle Illustrated:

The undersigned beg to draw the attention of the readers of your esteemed paper to the serious drawback in the rules governing competition of motorcycles at races held in this country. We have witnessed several races lately and have observed that almost every one is an open event in which only and exclusively such machines have any chance of winning as have been built specially for this purpose. Now, we would like to know what a racing machine has in common with a motorcycle the prospective buyer wishes to purchase for touring purposes and for everyday riding? It goes without saying that it is useless for the improvement of standard machines to spend large sums of money on machines in which a buyer has no interest whatever, as he desires to be acquainted with the performances of a machine of the kind he intends to ride, and not with what a *special* machine can do.

If you follow up the entry list of different races—of which we enclose as samples two blanks for the Algonquin hill climb and Wheaton County Fair track races—you will perceive that, with the exception of one event, all the others are open for special machines; or, in other words, only racing machines can be there to compete, and thus bar out any private riders or manufacturers of strictly touring models. These racing machines are altogether built on the following lines: Weight cut down to a minimum, absolutely insufficient for touring; frame probably of an entirely different design from the stock model; very small tires; dropped handlebars and bicycle saddles; auxiliary exhaust ports and no muffler; in one word, just the contrary to what the purchaser wants.

This explains the fact why, at every race held in this country, you can always see the same racing machines, which are shipped from place to place, and thus help to manufacture the victories which are needed by some manufacturers for the purpose of selling stock machines.

We therefore wish to submit to you a suggestion which no doubt will appeal to all private owners and real patrons of motorcycle sport: Each class of 20.10, 30.50 and 61 cubic inches should only be open for strictly stock machines, fully equipped as described in catalogue, and with standard weight, standard tires, muffler, etc. These classes are to demonstrate to the prospective buyer what he can expect from the machine he is going to buy. One or two events might be open for racing machines in the 30.50, 61 cubic inches or free-for-all class, in order to show speed and to establish records.

Such an arrangement of the rules would certainly tend to attract and induce the entries of private owners who are now entirely absent. In England and on the Continent in general, 60 per cent. to 80 per cent. of the competitors in the great events are private owners, not connected in any way with the trade, and we trust it will be so in America in a short time. As it is now in this country, the private rider has not the slightest chance of competing successfully on his own touring mount. We are convinced that with this plan interest in the sport would gain considerably, and that the races would be no longer a competition amongst traders but among owners who are anxious to show their skill in driving and the capabilities of the machine they own.

We would be pleased to hear of other suggestions, and hope this letter will be of enough interest to some readers to warrant publication. Very respectfully,

N. S. U. Motorcycle Company,
Chicago, Ill.
Magnet Motor Company,
Chicago, Ill.

Mere Slush

IN our business department, away back on the last pages, we very often print little notes about the makers and sellers which a severe critic, a man with a pampered intellect, might call "mere slush," and which, in fact, two of our western friends call "dope." It takes up but a very small part of the paper and, if you don't like that sort of thing, you can glide over it. But let us tell you why we do it, and we're certain you'll love the reasons. It's the perquisite of the advertiser, these little notelets. To be sure he has his paid *paid for* space in which to say his say; yet, at the same time, since the days of Noah, the advertiser has always expected a little occasional nosegay in the reading pages. Of course, some of them—only a few—want too much. *That's always painful.*

Now, suppose we say: "Jones' coaster brake is making a fine reputation among motorcyclists. It is meeting with a largely increased sale this season." Just fancy! It's a mere nothing, a prettily-tinted soap bubble tossed into the ether. But think what it does. It delights Jones. It helps him some, and the fellow who has a Jones brake is tickled. He says: "Gee, *I've* got a Jones. I'm decidedly in it." And then there's the salesman, the agent, the traveller, or whatever. He shows the "par," as they are affectionately called, to a man who is hovering on the brink of buying a Jones, and the "par" does the trick. So you readily see how many ways it hits. And it's all to the good, and fine. It helps, not hurts.

Meanwhile, there's Smith, who also makes a brake. When he sees the Jones "par" he makes a wry face. But in an issue or two after we shake the kaleidoscope and give Smith one—a nice, neat, breezy "par." Then *he's* glad, same as Jones was. Such is the psychology of the trade puff. It is based on human nature. As we said at the start, you know just where it is located, and you can sidestep it if you want to. And if this little story has bored you, well—well, if it has, you're cold.

Lest Ye Forget

THERE are three good months of motorcycling in the north yet. September is good, fine—still leafy, green leafy. October is divine, the air dry, crisp, heart-stirring, with the scarlet of the first blight everywhere. And then there's November—simply fine, and not the least splendid note of it is Indian summer, the last, faint remainder of glorious June-July. But after November, many northern riders, especially the tenderer ones, house their machines, and it's all over, for this year at least.

Thereupon many of the makers and sellers of motorcycles and the fittings and trappings thereof spike their guns, lay on their oars, stop circularizing and cut their ads down to the infinitesimal inch, or, better than that, drop out altogether.

These makers and sellers—the less astute ones—fail to remember that, if Portland is wrapped in furs and is blue-nosed half the year, Pasadena is not. Boston, New York and Chicago are not all. There is a large part of this very large country where motorcycles are used all the year round. Just take a map of the United States and draw a line from Portland, Oregon, to Baltimore, and in the long winter days train your selling guns to the *left* of that line.

Our subscriptions have told us the secret. In many of those little towns is at least one motorcyclist, also several Toms, Dicks and Harrys who are about ready to come "into the fold." Train your selling eye on these. This is axiomatic. At present the real strength of motorcycling lies in small cities, obscure towns and remote villages. As the fellow who sells the hair restorer says: "We can prove it," though *he* can't.

The Coming Shows

INTEREST in the automobile shows, which for the coming year will be held in January and the early part of February, is being worked up among motorcycle manufacturers by the show promoters. Until the manufacturers of motorcycles are big enough and strong enough to hold an annual exhibit of their own, these shows will have to be depended on as affording the only opportunities to bring all the representative machines together under one roof for the purpose of comparison. It is the general public, the purchaser and the rider, that an exhibit of all, or at least a goodly portion of the new models from the makers' hands appeals to.

It is fitting and proper that overtures should be made to secure a good exhibit of motorcycles. Only in one instance heretofore has any effort at all been made in this direction. At the Madison Square Garden in the fall of 1907 the motorcycles shown in the basement were the center of attention of large numbers of visitors all day long. The show managers have awakened to the fact that the industry has outgrown the infant stage and is now on its feet, walking without assistance. They have reserved choice spaces in both the New York and Chicago exhibition halls, and we express the hope of nearly all riders and devotees to the sport that such will be the case when we say: "You should avail yourself, Mr. Maker, of the chance."

Judges Sum It Up

IN the *Royal Automobile Club Journal* of August 6, the judges of the recent British End-to-End run publish their official report. It is, perhaps, the most important motorcycle document ever issued in Great Britain. Elsewhere in this issue we reprint the best parts of it. The judges cover every phase of the run, and in their report they embody all that it taught. They cover such phases as clothing recommended to be worn, bearings, engine, transmission, etc., etc., to the finish. Though it is entirely British we can well afford to look across the water occasionally and see if we cannot learn something or anything.

A Model Entry Blank

IN this issue is published a model entry blank. It took a full page, but we think it's worth it. Fellows bent on holding race meets write to us or to F. A. M. officials asking for form entry blanks. Now here's a good one. It's not ideal, but it's all right. Just cut it out and put it away until you need it. When that time comes just revamp it to suit your case and it will save you and the printer a heap of trubble, as Rastus calls it.

THE S. Motorcycle Club of Baltimore, Md., held its Sunday run on August 23 down the Shell road, over the surveyed North Point and Chase's Station course. Starting at Broadway and Eager street at 1.30 o'clock, the party wheeled out Broadway to Baltimore street to Highland avenue, to Eastern avenue, turning right at the car barn to the Mount Carmel road, out Fifth avenue to the Cut-off or Weiss avenue, to the North Point road, to Eastern avenue, to Stemmers' Run road, to Mace avenue, to Middle River. The return was made through Eastern avenue, Highland avenue, Baltimore street and Broadway.

Captain Edward H. Sawyer, Jr., commanded the run. Erwin Paech, William H. Logue, Jr., Charles W. Heisterman, Edward A. Allard, Earl Spencer and Charles Griffith of the Reading Standard Company made the trip. Captain Sawyer extends an invitation to all motorcyclists to join all runs of the club whether they ride belt or chain-driven machines.

RIDING against time, Jake De Rosier covered a quarter mile at the Stadium, in Paterson, N. J., on Sunday, August 22, in the remarkably fast time of 13½ secs. He held the spectators spellbound by his riding during his brief spin of one and one-half laps around the saucer. After the quarter-mile spurt he rode against Carl Ruden and Arthur Mitchell in a three-mile race, when he established a track record of 3.01 4-5. His victory was easy.

ON Labor Day, September 7, San Antonio, Tex., will hold a race meet, F. A. M. sanction having been secured. One of the five events on the program is the State championship at three miles.

THE first step in the test case brought in Detroit, Mich., by its police department, to determine whether the automobile law covers motorcycles, was decided by Justice Jeffries in the affirmative on Thursday, August 13. The defendant was Patrolman Henry G. Smith, who operates a motorcycle of his own. He was charged with not displaying a number on his machine, and Justice Jeffries imposed a fine of $5.

Smith, backed by the department, will now appeal the case to the recorder's court, and if the judgment of the police court is sustained it will be taken to the Supreme Court for a final adjudication. Before the test suit was started, application was made to the secretary of state for a license, but it was turned down, the state authorities holding that motorcycles did not come within the meaning of the law.

THE Los Angeles Motorcycle Club have planned a more than ordinarily important race meet for September 9. The program includes fifteen races and provides great variety. Among the events will be trials for world's records, both amateur and professional, and no doubt the slate is sure to be broken. All entries should be addressed to the Los Angeles Motorcycle Club, 2205 San Pedro street, Los Angeles, Cal.

FROM Waco, Tex., comes news of a race meet held there on Thursday, August 6, at the Waco Fair Association track. Ernest Schliepake, of Waco, won all first prizes both in the bicycle and motor races. There was a fair attendance at the track, and one or two horse races to enliven matters. No prizes were won outside of Waco.

A MODEL ENTRY BLANK

Entry No.............

LOS ANGELES MOTORCYCLE CLUB RACE MEET

UNDER THE MANAGEMENT AND DIRECTION OF LOS ANGELES MOTORCYCLE DEALERS AND UNDER THE RULES, REGULATION AND SANCTION OF THE F. A. M.

Agricultural Park, Admission Day, September 9th, 1908

Entrance Fee, 25 Cents Each Race, Payable in Advance. The right reserved to reject any entry.

LIST OF RACES

Race No. 1. Five miles, fully equipped stock machines, single cylinder, under 20 cu. in.—Prizes, $20, $10, $5 in merchandise.

Race No. 2. Five miles, fully equipped stock machines, double cylinder, under 40 cu. in.—Prizes, $20, $10, $5 in merchandise.

Race No. 3. 5 miles, "Club Challenge Cup" for single cylinders, for club members only owning their machines 15 days prior to race.

Race No. 4. 5 miles "Club Challenge Cup "for multiple cylinders, for club members only owning their machines 15 days prior to race.

Race-No. 5. Man against motorcycle, 100 yards.—$5 mdse.

Race No. 6. Five mile, free for all single cylinders.—Prizes, $20, $10, $5 in merchandise.

Race No. 7. Five miles, free for all, multiple cylinders.—Prizes, $20, $10, $5 in merchandise.

Race No. 8. Fifteen mile limit, Australian pursuit race, free for all, single cylinder machines.---Prizes, $25, 15, 5 in merchandise.

Race No. 9. Team race composed of five riders each. Each rider carries trophy two miles. First relay, stock machines under 20 cu. in.; second, stock machines under 27 cu. in.; third, free for all singles; fourth, stock multiple cylinders under 40 cu in.; fifth, free for all multiple cylinders.---Prize, Riverside Challenge Cup.

Race No. 10. Fifteen mile limit, Australian pursuit race, for multiple cylinders, undr 45 cu. in.---Prizes, $25, 15, 5 merchandise.

Race No. 11. Ten mile professional, open.---Prizes, $35, 15.

Race No. 12. Ten miles, open, stripped stock machines, single cylinder, under 20 cu. in., for private owners not connected with the trade.---Prizes, $20, 10, 5 in merchandise.

Race No. 13. Trials for world's records, both. professional and amateur.

Race No. 14. Five miles "Risden Challenge Cup" for multiple cylinder machines under 40 cu. in.

Race No. 15. One hour race, free for all.---Prize, beautiful cup.

ALL ENTRIES CLOSE SEPTEMBER 5TH AT MIDNIGHT

Dear Sirs:—Enclosed please find $............ for which enter my name in the event marked X.

I will ride (in Events Nos............) a............motorcycle with a............motor. Motor No............Bore............Stroke............Number of cylinders............Piston displacement............cubic inches. Rated Horsepower............Transmission............Weight of machine............pounds. Is it strictly a stock motor?............Has bore or stroke been enlarged?............Has it been provided with auxiliary exhaust ports?............Has its compression been altered in any way?............

I will ride (in Events Nos............) a............motorcycle, with a............motor. Motor number............Bore............Stroke............Number of cylinders............Piston displacement............cubic inches. Rated horsepower............Transmission............Weight of machine............pounds Is it strictly a stock motor?............Has bore or stroke been enlarged?............Has it been provided with auxiliary exhaust ports?............Has its compression been altered in any way?............

My weight is............pounds. My best time for one mile is............; 5 miles............; 10 miles............

Signature of Rider ....

F. A. M. Membership or Registration No............ Address ....

Penalty for incorrect or misleading replies or omissions, one year suspension.

For fraudulent entry, or for competing under a false name, indefinite suspension.

No entry will be accepted unless accompanied by the necessary fee and unless all the details required to be set forth in this entry blank are complied with.

Each person making an entry thereby agrees to conform to and comply with the competition rules of the Federation of American Motorcyclists.

Each person making an entry thereby agrees to hold blameless the F. A. M., the L. A. M. C. or any of its members, the track owners and management for any loss or injury to himself or property, and to assume responsibility for any loss or injury in which he may become involved by reason of participation in these races.

Contestants will not be permitted to compete unless properly attired. Leggins and Jersey will be considered proper attire.

A private owner shall be construed to be a man who is not, and for 60 days preceding the date of entry has not been engaged in the manufacture, sale, repair or operation of motors, or motorcycles as a trade or profession, and whose machine shall have been his private and absolute property for at least fifteen days preceding the date of his entry, of which facts satisfactory proof shall be furnished in whatever form may be required by the committee.

Flying starts, except in championships, will prevail at the option of the referee.

EXTRACTS FROM F. A. M. COMPETITION RULES

No person shall be eligible to compete in any contest sanctioned by this organization unless he shall be registered by the competition committee. To enrolled members in good standing, the chairman of such committee, shall, on application, issue without cost a numbered registration certificate. All applications from non-members shall be accompanied by a fee of 25 cents, and shall be made to the chairman of the competition committee, who shall issue to all such applicants as are not disqualified by these rules, a numbered registration certificate.

No motorcycle having an engine exceeding 61 cubic inches (1,000 cubic centimeters) piston displacement shall be permitted to be used in any track contest sanctioned by the F. A. M.; nor shall any motorcycle exceeding this limit be used in any track exhibition, or road contest, or road exhibition, without special permission of a member of the competition committee.

Stock fully equipped means, under $2\frac{3}{4}$ horse power, 2 inch tires or larger. $2\frac{3}{4}$ horse power or over, $3\frac{1}{4}$ inch tires or larger. Seat posts saddle clamp above top of frame. Handle bars, upright position. Saddle, motorcycle. No open holes in muffler pipe. Mud guards on.

All Entries to be addressed to RACE COMMITTEE, care Los Angeles Motorcycle Club, 2205 San Pedro St. Los Angeles, Cal.

THE PRACTICAL SIDE

IN making his request to the city commissioners for two new high-powered motorcycles for the use of his department, Chief of Police Favour, of Pasadena, Cal., shed considerable light on the value of the machines in police work. He gave his reasons for purchasing them as follows:

First—The addition of motorcycles to the equipment has passed beyond the experimental stage and has become a necessity to the work.

Second—The machines now in use have been in operation for nearly a year and have demonstrated that in order to suppress the real speed enthusiasts, those that travel at a rate of speed exceeding 40 miles per hour, it is necessary to have machines that will do better than that, which our old machines now in use are not capable of doing.

Third—The machines now in use require considerable time to keep in running order and as the motorcycle officers make their own repairs more could be accomplished by purchasing new machines than by using up a lot of valuable time keeping these old ones in running order. Again, the present machines cannot be depended on in a long chase or running at full speed.

Fourth—I think it advisable to trade the poorest one of the machines now in use towards the purchase of new ones and that the best one be retained for miscellaneous work and that the new ones be kept for speed cases for the motor squad exclusively.

Fifth—The attached figures are self-explanatory. The value of having a means of rapid transist is inestimable.

Arrests for speeding, 107; arrests made for other offenses, 208; total arrests made, 315. Miles machines traveled, No. 1, 4485; No. 2, 4443; total, 8928.

Fines imposed, $2,117; total cost of operation and of installation of two machines, $949.56: leaving balance to credit of city, $1,167.44. Amount fines imposed and payment suspended which should be credited, $585; giving us $1,752.44 to our credit.

The machines used by the department are Reading Standards.

ANOTHER claim for the record for R. F. D. quick service is made from Elkhart, Ind., in behalf of Charles Weatherhead, carrier No. 7 from that town, whose time is almost twice as fast as that of Carrier I. W. Krider of Wabash, an account of whose good work was printed in MOTORCYCLE ILLUSTRATED of August 15th. Weatherhead's route is nearly twenty-seven miles long, and in all there are 125 stops. Recently he covered the entire distance, making eighty-two stops, in one hour and thirty-four minutes. Weatherhead has had considerable experience in racing bicycles and is also an expert in handling a motorcycle. He intends to make a test run within a few days, when he will stop at every box on his route. He feels certain that he can make the trip in ninety minutes. Vernon Yoder, carrier of route No. 6, which is also twenty-six miles long with 140 stops, travels his route regularly in two hours. Both carriers ride Harley-Davidson motorcycles.

TOLEDO, Ohio, has eleven police officers mounted on motorcycles, and the frequency with which they figure in the daily police news is very good evidence of the manner in which this number of officers can cover a city of 200,000 population. Last season only six motor cops were employed, but they proved so satisfactory that five more machines were placed in commission this spring. During the month of July these eleven officers attended to 578 complaints and performed 199 errands which would ordinarily have required a horse mounted officer or a patrol wagon. This duty accounted for 5,324 miles of riding.

THE Pennsylvania State authorities have decided to provide motorcycles and automobiles for the detachments of State constabulary stationed in the anthracite coal regions, which they are to use when responding to emergency calls from points far distant from their barracks. The troops are much scattered in this region and the machines will enable the detachments to consolidate in short order at almost any point within their territory.

TWO motorcycles will be purchased by the town board of Irondequoit, N. Y., for the town constables in order that the latter may run down the automobilists who persist in breaking the town speed laws and they may be able to spring to the summer resort and stop the summer gambling.

MT. VERNON, N. Y.—Deputy Commissioner of Public Works Crosby is now making his tours of inspection of work being done for the city on a motorcycle which the common council recently voted to buy for the use of the department.

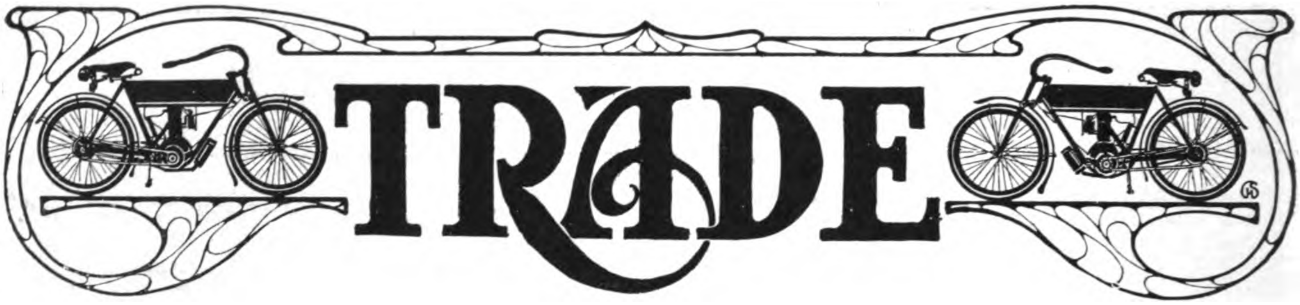
DURING the hunting season Frank Miller, an amateur nimrod of Portchester, N. Y., travels on his motorcycle on hunting trips to Tonawanda Camp, eighteen miles away, carrying his Irish setter in a baggage carrier behind the seat. The result is that hunter and dog are fresh and ready for a good day's sport when they arrive. Formerly Mr. Miller used to cover the distance on a bicycle, with the dog following on foot, but he found that when he arrived, while he was fresh enough, the dog was tuckered out. Then he tried carrying the dog in a basket on his bicycle, but the result was that the dog was fresh, but he himself was tired. Finally he hit upon the correct solution of the problem and now the dog, held in the baggage carrier by a draw string around his neck, seems to enjoy the trip.

DETROIT, Mich., has taken up the motorcycle for police duty in earnest. Four machines were recently purchased. One of the motor cops is John Staples, an old time bicycle racing man, who has been riding constantly since 1896. Since he joined the police force he has stuck to his wheel, chasing speed violators and other lawbreakers. Now, however, he has been provided with a Harley-Davidson motorcycle, purchased through the local sales agency, the Economy Cycle Supply Company, and he will in future pursue his duties on it.

THREE Thor motorcycles were tested out and later purchased for the police department of Columbus, O., recently. Automobiles were used for the test, the cars taking a start and every effort was made by the drivers to get away from J. De Grouchy and one of his employees, who rode the motorcycles. A speed of 55 miles an hour was registered by the speedometers on the cars at the time the riders caught them. De Grouchy is the Thor agent in Columbus.

RICHMOND, Va.—This city has purchased two motorcycles for use of its police department in catching speeding automobilists. S. G. Johnston, the local Indian agent, closed the sale recently and the machines have already been shipped. They are single-cylinder standard, with exception of the tank, which is the Indian racing type, with cylinder attached to the frame between seat and handle-bar.

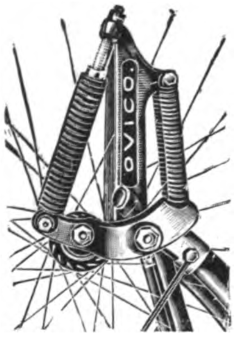
THE utility of the motorcycle in police work was nicely demonstrated in Joliet recently. A sergeant of the night shift now habitually covers each beat three times when formerly he was only able to make one complete round. In addition, on two successive nights, he was present at each arrest made in the city.



TRADE

New Spring for Attachment

THE Ovington Motor Company, 2236 Broadway, New York, exclusive American representatives of the F. N. Big Four Motorcycle, announce their new Ovico spring fork attachment.



As shown by the illustration, this attachment is a compact device suitable to attach to the ordinary form of motorcycle fork. If the motorcycle happens to have a spring fork, this attachment gives even greater resiliency and comfort on rough roads, while if the motorcycle to which this is to be fitted has no spring fork, the attachment of the Ovico device will render the machine as comfortable as could be desired. Any one can attach the Ovico spring fork, as it is so constructed that this may be accomplished with any standard form of machine. The price of the complete device, consisting of two pieces, is $8.50. The Ovington Company are particularly desirous of obtaining legitimate dealers to act as agents for this and other Ovico specialties.

J. F. McLAUGHLIN, the New York N. S. U. agent, located at 206 W. 76th street, is clearing things up in preparation for another year's business activity and is offering some bargains in shop-worn and slightly used machines. Among others he has a 3¾h. white road racer and a 6h. twin, both for sale at bargain prices. McLaughlin also has plans under way to carry a supply of fittings and accessories to comply with the demand that is felt for them. Almost every day riders ask for horns or lamps or other fittings, and a large show case will be put in and a full line of supplies will be on hand in the near future.

GEO. S. MASLEN, representing the National Auto Company of Los Angeles, Cal., has just returned home after a flying trip as far east as New York City. While here he made arrangements for the 1909 F. N. deliveries, etc., to the coast, his company being the California agents for the Ovington Motor Company. Mr. Maslen reports great improvement in business conditions in the far west during the last three months, and points out the life and activity shown by the clubs in that section as an indication of which way the wind blows.

THE New York branch of the Fisk Rubber Company, Chicopee Falls, Mass., has ceased to be a part of the parent concern. It has been incorporated as an individual firm with a capitalization of $5,000, and the trade title. The Fisk Rubber Company of New York. The incorporators are William G. Phillipau and Max Meyer, 2 Rector street, New York, and Alfred N. Mayo of Springfield, Mass.

A COMBINATION stand and baggage carrier has been gotten out by the Capitol Specialty Works, 467 Madison avenue, Albany, N. Y. It is designed especially to swing over the tank on the Indian, but will fit the R-S, Light, Thor, Curtiss, Armac, M. M., Merkel and other machines. The price of the stand is $5.

Will Make Motorcycle Coils

AN entry into the motorcycle field has been made by the Lemke-Briggs Electric Co., manufacturers of ignition apparatus, with factories and offices at Milwaukee, Wis. This company is now ready with two motorcycle coils, their style 40N being 2½x6 inches, while 40D is 3x6. The cases used on both models are composed of special fibre, treated with a weather-proof substance.

Both primary and secondary leads are composed of the very best indestructible cable, and are secured in a way original with this company, which makes it impossible to pull them out. All secondary windings are wound with enameled wire. This renders them very efficient, as the intervening space between both adjacent turns and layers is reduced to a minimum.

The condensers are absolutely uniform in capacity, as they are formed under uniform pressure. For separating primary and secondary, secondary from case, and secondary from condenser, only the finest oiled muslin is used, and the filling wax is of special composition, which has very good moisture and heat resisting qualities. Notwithstanding the amount of workmanship and high grade materials that are put in the coils, Lemke-Briggs products are quoted at prices in line with those offered by other manufacturers.

LINCOLN HOLLAND, who for twenty years or more has been a notable bicycle and latterly also a motorcycle agent at Worcester, Mass., has determined to quit that city and locate in Los Angeles, Cal. Here he will establish a motorcycle depot where he will handle M-M machines exclusively. His will not be a local agency, but he will make the Los Angeles store a distributing point for M-M motorcycles for the entire coast. He will take with him a carload of M-M machines. Mr. Holland knows the agency business perfectly and should be a great success in his new location. His old eastern friends will wish him the best of success in the new city.

JOS. GROSSMAN, for the past two and a half years treasurer and manager of the National Sales Corporation, has resigned from that position to go into business for himself. He will embark in the special advertising field, with headquarters in Cleveland. Prior to assuming management of the National Sales Corporation, Mr. Grossman was connected with the Continental Caoutchouc Company, and for several years prior to that he was a member of the firm of Emil Grossman & Bro. of Cleveland, and later of New York, publishers of the *Motor Review*.

A NOVEL use of his motorcycle was made by Charles Weatherhead, rural mail carrier out of Elkhart, Ind. While on his way to the post office he offered a lift to a couple of young men pushing a flat car along the railroad track. They climbed aboard and were pulled for several blocks by the motorist. Mr. Weatherhead is local agent for the Harley-Davidson, and takes delight in showing its strength.

THREE Pacific Coast dealers are coming east shortly to arrange for the coming year's supply of their machines. J. Arthur Scott, John T. Bill and C. Will Risden are the trio, and they will probably start from Los Angeles together. They will be due at the several factories they represent shortly after the middle of this month.

The Herz Type of High Efficiency Magneto

THE designers of the new "Herz" magneto have worked very closely to a theoretical ideal and studied the conditions under which the highest possible electrical efficiency might be obtained. The laws of magnetism and induced currents have been so applied in construction that the practical result fully justifies the use of the term "high efficiency." The sparking power at the slowest speed of rotation is remarkable; there is also a very marked saving in weight, and the whole machine is reduced to a minimum of size, and space is thereby economized. A glance at the diagram of the complete machine shows at once that the construction does not follow conventional practice. The well-known "horseshoe" or U-shaped field magnets are absent and a cylindrical, smooth, all-enclosed field system is seen instead. Herein lies one of its principal features: the magnet system is in reality composed of several flat, steel rings clamped together, and with the polar space or armature "tunnel" cut in them. The surface of the rings are ground with extreme accuracy, and so, when clamped together, perfect magnetic contact is obtained. The next striking feature is that the usual independent pole pieces are entirely dispensed with. These pole pieces are the tunnel-shaped soft iron extensions to which the field magnets are usually bolted. This method of construction entails joints, which means a break in the magnetic circuit. Magnetic theory teaches that a jointed magnet system is not so good as a one-piece system. In the "Herz" magneto this ideal is obtained quite simply, the armature space being bored out of the rings. Furthermore, sharp angles on the magnet system cause leakage of "lines of force." In this particular machine, the magnets being circular, there is very little leakage. The net result is that a magnetic field of the highest possible intensity is obtained across the polar space of a very light and compact magnet system as shown (Fig. 1). In fact, a piece of iron placed in the polar space is attracted and gripped with such force that, taking the size of magnets into consideration, a very strong effort is required to pull it away. To utilize this "field" to the fullest extent the armature shown (Fig. 2), which is of conventional design, viz., shuttle shaped, is turned and mounted to an accuracy such that it can be rotated within one-tenth of a millimetre of the poles with perfect freedom. The bearings are of the ball type, the balls being held in cages, which also serve to carry the vaseline for lubrication sufficing for many months' use. The ball cage is detachable from the outer ball race. The bearings are visible at the ends of the armature spindle. The windings of the armature consist of a primary and secondary coil, especially insulated from each other. The condenser is arranged in a very neat way, as shown, in a deep, circular recess or brass box at one end of the armature. The contact make and break device shown (Fig. 3) is of special interest. It is arranged as a complete, detachable unit fitted to the armature shaft by means of a small keyway and feather, contact with one end of the primary winding of the armature being made by a small carbon brush fitted into the contact disc, and which presses up against a ring alongside the front ball race on the armature. The contact device could hardly be simpler in construction, as practically there are but three parts: (1) a curved spring having a platinum contact at one end, (2) a small steel piece or block set slantwise, carrying an adjustable platinum contact, (3) a small, hard fibre roller, loosely centred on a pin. The roller is so set that, if it is given a slight push at the edge, it must tend to move up the inclined plane formed by the steel piece just referred to, and in doing so it pushes against the end of the spring and separates the contacts. The contact maker turns round bodily with the armature, and in rotating, the fibre roller strikes against two steel projections—almost like fixed cam surfaces—held in a case shown (Fig. 4), and thus the "break" occurs at the point of maximum induction twice per revolution, and the sparking current is induced in the secondary winding. The electrical circuit, it will be followed, is of the simplest possible; there are no exterior connections. For cutting off the spark when desired, a terminal is provided, as shown, on the contact maker case. This makes a connection by means of a spring, which presses on the head of a steel screw in connection with the insulated end of the primary winding, which can be short-circuited at will. The contact-maker case is capable of about 30 degrees of angular movement for advancing and retarding the spark. A small projecting arm is provided on the case for the purpose of attaching the advance lever.

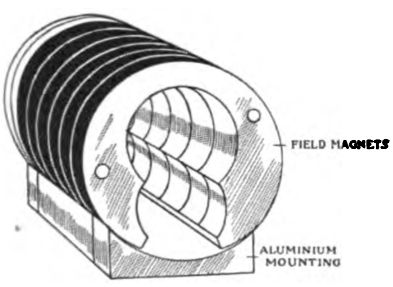


Fig. 1.

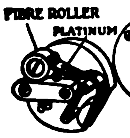


Fig. 3.

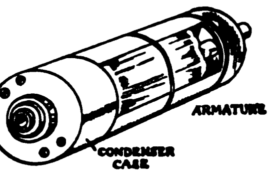


Fig. 2.

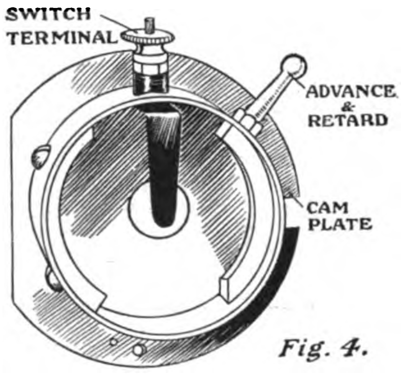


Fig. 4.

The high-tension end of the armature has mounted upon it a deeply recessed V insulating collar with a metallic sector within it at the right-hand end of armature, but not visible in sketch. Upon this sector press small carbon brushes for drawing off the high-tension current. The machine illustrated is a two-cylinder pattern, and there are visible (Fig. 5) two high-tension terminals set at 90 degrees. In the four-cylinder pattern a high-tension distributor is combined. To obtain the two sparks, the high-tension contact piece or segment, referred to previously as fitted in the insulating collar, does not go quite half way round, and thus makes alternate contact with the two carbon brushes set at 90 degrees, sending a spark to the respective cylinders. The safety spark gap is obtained between the high-voltage sector and the armature. If the spark produced exceeds ⅛ inch it jumps across the insulating collar to the armature. The casing of the machine is aluminum, forming a perfectly dust-tight, smooth and well finished covering. An idea of the efficiency and simplicity of the machine may be formed from the fact that it was taken to pieces for making illustrations of the various parts, and then put together again with a screwdriver only—improvised from the blade of a pen knife. A piece of wire was fixed on the high-tension terminals and adjusted to 5-16 of an inch from the casing. Twisting the armature around with the fingers sufficed to make the machine spark vigorously. The single-cylinder magneto weighs but 4¼ pounds and is remarkably compact. The four-cylinder machine weighs 7 pounds. Every part is made on the interchangeable system and kept in stock. The machine is made in the Herz European factory and sold in this country only by Herz & Co., 203 Lafayette street, New York.

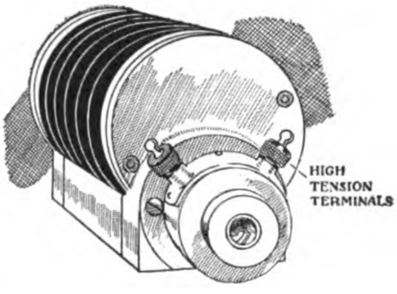
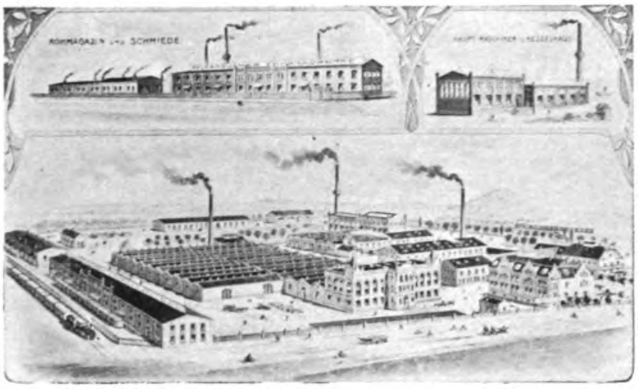


Fig. 5.

W. H. IVES, president of the Reliance Motorcycle Company, Owego, N. Y., expects to enlarge the plant in East Main street. The building will be of concrete blocks in the form of a letter H. It will cost $3,000. This company will increase its capital stock from $15,000 to $50,000. A deal has been closed for $12,000 worth of motors and frames with the Motor Cycle Equipment Company of Hammondsport. Mr. Ives expects to close another deal for $15,000.



HOME OF THE N. S. U.

What Does N. S. U. Mean?

SO many times is the above question asked, especially now that the N. S. U. motorcycles are making such a good impression in this country and are becoming familiar sights on the roads, that the following short history ot the factory which turns out these machines and the origin and meaning of the three letters will prove interesting to most riders:

The three letters, N. S. U., in connection with the antler, represents the old, and in Europe very well known, trade mark for the products of Neckarsulmer Fahrradwerke A-G. of Neckarsulm, Germany, which originated from the names of two rivers. These two rivers—the Neckar and Sulm—flow past the N. S. U. factory, one on the right, the other on the left, and at a short point beyond unite into one. Thus the name Neckar Sulm Union, and the trade mark, N. S. U. The name of the town Neckarsulm, where the factory is located, is also of the same origin, and contains the homes of most of the 1,100 factory men now employed.

The N. S. U. factory was established in 1873, at which time it contained about 1,200 square feet of floor space and employed twenty-three hands. From this small beginning it has grown steadily to one of the largest and strongest concerns of its kind in existence, whose well known products have been marketed the world over. The factory buildings are now situated beautifully on a plot covering over fourteen acres of ground and have a floor space of 130,000 square feet. Surrounding one of the buildings is the testing track, one-quarter of a mile in length, where each motorcycle is tried and tested for power and speed. In the buildings light is obtained from all four sides, and skylights, assuring perfect lighting and ventilation to the men, is a pleasing feature of the entire plant.

The amount of work now being turned out, according to government statistics, is equal to 5,000 motorcycles, 25,000 bicycles and 1,000 delivery vans and automobiles a year, each in several models, besides many thousands of coaster brakes and other specialties. The N. S. U. people have done much toward the development and perfection of the bicycle. They were the first to manufacture dust proof and oil tight bearings for pedals, hubs, etc., which have been universally adopted, while their free wheel, coaster brakes, fittings and specialties, while not sold generally in this country, have attained an immense sale throughout the eastern hemisphere, and are known not alone for their inexpensiveness, but also for their high-class material, workmanship and finish.

After achieving great success with their sundries, the N. S. U. factory took up the manufacture of motorcycles, and in 1900 turned out their first models. These have been improved with such rapid strides in design and construction that to-day they are considered one of the best and quickest sellers on the market, not only in Germany, but throughout Europe, Asia, Africa, Australia and the United States. It is interesting to know that they were the first to adopt magneto ignition and use the upright motor and double truss bar frame, with tank between, in connection with the motorcycle.

Up to the present date they have manufactured and shipped over 14,000 motorcycles, which are being used in every civilized country in the world. The N. S. U. have without question one of the best equipped and largest motorcycle factories in Europe, if not in the world.

How high the N. S. U. factory is looked upon is shown by the fact that it is the official contractor to the German army, and also to the German Imperial Post and Telegraph Departments. In connection with the high standing of the N. S. U. factory it may also be said that recently the high title of "Commerzienrat" was bestowed upon its president, Mr. G. Banzhaf, a title which represents a much desired dignity in Germany and is only bestowed upon those whose manufactured products have attained a leading position in the world's commercial circles, thereby incurring notice and giving fame to the Fatherland.

United States offices of the company are situated at 206 West Seventy-sixth street, New York, with Eugene Kicherer in charge. He is establishing a string of agencies throughout this country, so that N. S. U. motorcycles and parts can be purchased by any one who cares to ride a smooth running, simple, comfortable and troubleless motorcycle.

AN agency has been organized in San Francisco, Cal., to handle the new Minneapolis two-speed motorcycles. The new concern will operate under the name of Strauss & Webster, and has taken a store at 503 Van Ness avenue.

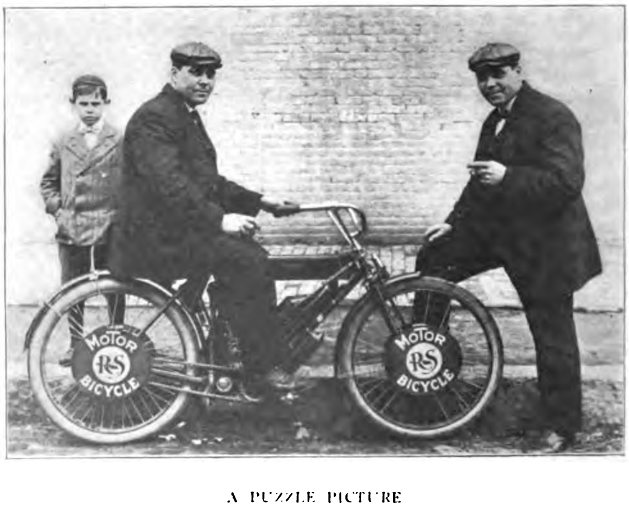
HAVING outgrown his old location, Chas. Krauss, the Philadelphia, Pa., Excelsior and Indian agent, has moved into his new building at 2123 North Broad street. This consists of fine show and sales rooms, with a large garage. Krauss will also carry a full line of parts and accessories.

A BRISK demand for the better class of accessories and supplies has been felt by F. B. Widmayer in his business, especially in Indian tricars. It seems that New York City riders are developing a desire to ride more slowly and comfortably, and carry companions with them.

OLD Mt. Tamalpais, in Marian County, Cal., has no more terrors for the motorcyclist. George Thompson climbed it on a Torpedo during the latter part of July and then again on August 1st repeated the performance on a 3h. Harley-Davidson, being accompanied this time by Jos. Pontaco, on a 3h. Torpedo.

MAX OZERSKY, formerly manager of the Mahoning Valley Transfer Company, has opened a motorcycle garage at 19 Champion street, Youngstown, O.

GEO. A. TUCKEY is an R-S enthusiast and one of the best known riders in New England. Tuckey is also a heavy weight, and when two of him appears in one picture it is rather puzzling. How he can sit on the machine and at the same time stand in front of it is beyond ordinary comprehension, and it is up to the wise men versed in the photographer's art to explain the phenomenon.



A PUZZLE PICTURE

Accomplishment

That Counts

We do not build racing machines in which all other desirable features are sacrificed to speed, but when real practical values are tried watch the

Excelsior Auto Cycle

In the New York-Chicago Reliability Run three Excelsiors made 2990 points, representing two Perfect Scores and one penalty of 10 points.

At Denver, Col., July 25th

Excelsiors won every race for stock machines and defeated many special racers in track races of three to ten miles.

The Algonquin Hill Climb
August 14th

The Excelsior won the event for machines with road equipment, defeating the Indian, Harley-Davidson, Torpedo, N. S. U. and Magnet, and did it easily. If you want a machine for real practical service with speed enough for any purpose, see the

Excelsior Auto Cycle

WRITE FOR CATALOG M. C. 22. A POSTAL CARD WILL DO

Excelsior Supply Company
(Established 1876)
233-237 RANDOLPH STREET CHICAGO, ILLINOIS

CORBIN

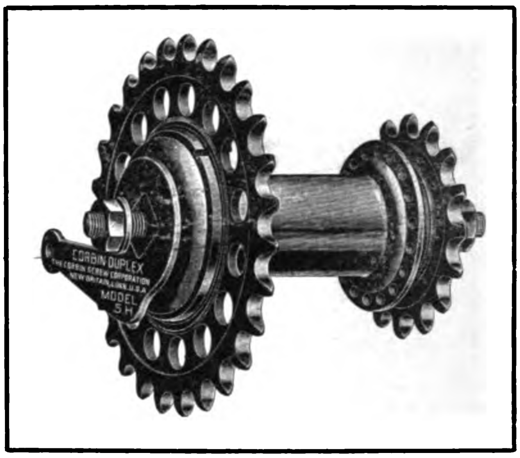
The Coaster Brake that earned the right to lead, not by words but by deeds, and many of them.

Whether applied to

Bicycles or Motorcycles

it has proven uniformly satisfactory.

Every one knows that the name Corbin is but another term for quality.



CORBIN MOTORCYCLE COASTER BRAKE

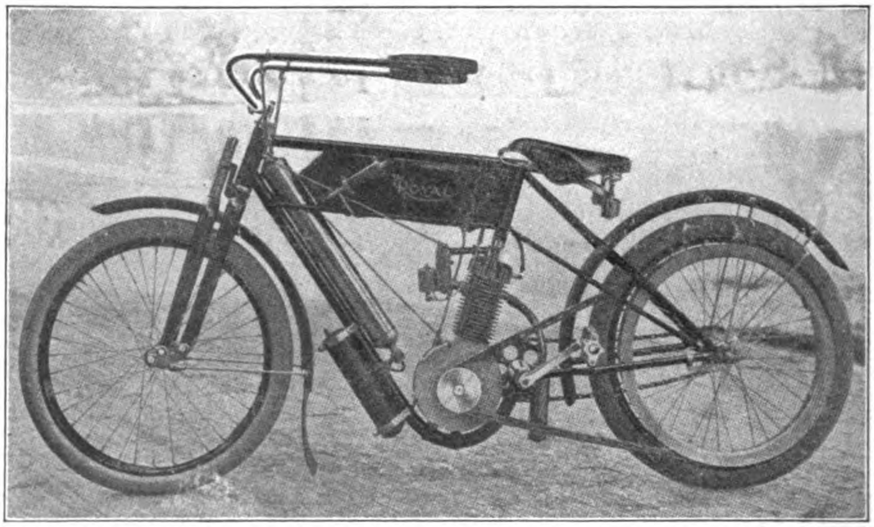
We are ready to talk 1909 Business

Corbin Screw Corporation, HIGH ST., NEW BRITAIN. CONN.

1909 The Royal Double Diamond 1909

RIDES LIKE A CAR

- 26 in. Wheels
- Low Position
- Long Belt Pull
- Special Oil Gun
- Standard Cells
- Long Bars
- Perforated Detachable Pulley



- 19½ in. Frame
- Champion Motor Seat
- Inclined Tanks
- Watawata "V" Belt
- Instantaneous Battery Replacement
- Wide Mud Guards
- Double Spring Fork

DELIVERIES NOW BEING MADE

THE ROYAL MOTOR WORKS, Inc., Worcester, Mass.

Do You Know

The advantages of a two-speed and free-engine motorcycle?

Write for information

Every rider should be posted on this subject

Minneapolis Motorcycle Co.
517 South 7th Street :: Minneapolis, Minn.

SEND A POSTAL TO-DAY

F. P. PRIAL, Chairman,
Membership Committee, F. A. M.,
299 Broadway, New York, N. Y.

Dear Sir:

I feel that I *ought to* join the FEDERATION OF AMERICAN MOTORCYCLISTS. Please send me particulars.

(Signed)________________

State ________________

City ________________

Street ________________

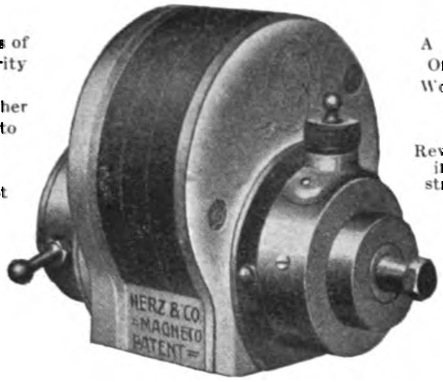
THE PERFECT MAGNETO AT LAST!

HERZ'S HIGH TENSION MAGNETO

Special Motorcycle Types. Weight 4½ Pounds

20 Points of Superiority Over Any Other Magneto

It Cannot Fail



A Marvel Of Fine Workmanship

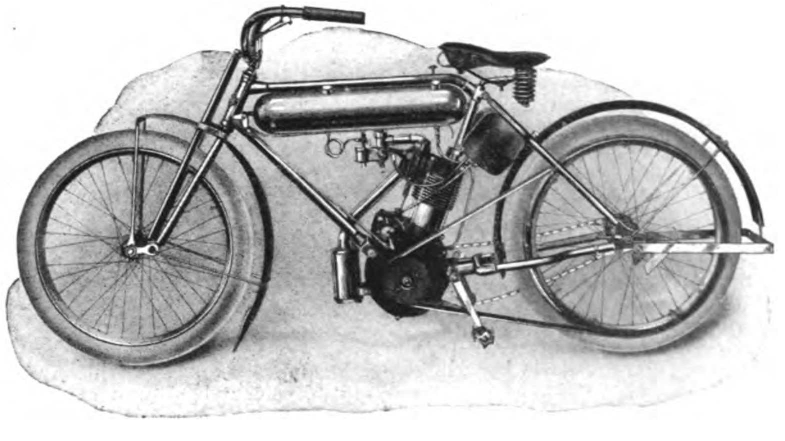
A Revelation in Construction

EUROPE'S MOST SUCCESSFUL MAGNETO

Made of the Finest Styrian Magnet Steel
Ball Bearings. Platinum Contact. No Pole Pieces.
All Interchangeable. Toolmakers' Work Throughout

WRITE US

HERZ & CO., CIVIL ENGINEERS
203 LAFAYETTE ST., NEW YORK
PARIS VIENNA



Why is it that during the month of August, 1908, we made and sold double the number of M.M.'s that we did last year? ¶ Why is it that the sale of M.M.'s increased during the month of August, 1908, one hundred per cent. while general business was below par?

Get the agency for the M.M. Line. They sell easy, because M.M.'s are right

AMERICAN MOTOR COMPANY, BROCKTON MASS.

MR. GEO. P. JENKINS, Factory Representative, 10 WEST 60th STREET, NEW YORK CITY

WITHIN THE FOLD

Mansfield, O.—Prof. Albert Bellingham, teacher of music in the public schools, took a trip to Columbus and return recently for only twenty cents. The professor is the owner of a motorcycle and he is a familiar sight speeding about the city. The other day he decided to take a trip to the capitol. He filled up the reservoir of his machine with gasolene and started. He left Mansfield at a quarter of 5 o'clock in the morning, and arrived in Columbus at 10 o'clock on the same day He stopped off in Delaware one hour, thus making the trip to Columbus from Mansfield in four hours. The day Prof. Bellingham left Columbus at 9.10 o'clock in the morning he arrived in Mansfield at 2.20 o'clock in the afternoon. He stopped at Mt. Gilead for dinner. "I used up 20 cents worth of gasolene," said the motorcycle enthusiast.

* * *

Aurora, Ill.—Lucius Sims and T. E. Walters, Jr., have returned from a twelve hundred mile motorcycle ride. They went to Buffalo and Niagara Falls, where they spent a day. Sims had a small item of expense for a broken pedal. They had a few punctures, which they themselves mended. Gasoline cost them about $2 apiece, and then other expenses for lodging and lunches were light. The riders started each morning at five o'clock and rode a considerable distance to some city for breakfast. Taking it altogether, the young men had a most enjoyable outing.

* * *

Middletown, Conn.—A claim for the record for distance and economy of upkeep for this section of the country is claimed by G. W. Rigby, 9 Cooley avenue. Since May 1st he has ridden his Indian 3,000 miles at a cost of $10 for repairs. This was up to Aug. 12th. On August 9th he covered 106 miles. With Raymond Brainard, also on an Indian single, he visited Meriden, Cheshire, Waterbury, Naugatuck, Seymour, Derby, New Haven and Savin Rock, returning by way of New Haven and Wallingford.

* * *

New Bedford, Mass.—Ragged and dirty, but happy, Herbert Macy and George Williams rode into the city Saturday afternoon, Aug. 15th, after having toured Massachusetts in three days on their motorcycles. They visited Springfield, Worcester and several of the Berkshire towns, after which they came to the eastern part of the state and visited Lowell, Lawrence, Haverhill and Boston. In all they covered some 500 miles.

* * *

Baltimore, Md.—Casper S. French is just back from a trip through the sands of the Eastern Shore, which trip he advises all motorcyclists to avoid, as the sand in many places is so deep that his motor would stand upright and refuse to do any more pulling. Clyde Cromwell and George C. Willis had the same experience several weeks ago, when they took in an extended trip through Easton, Cambridge, Salisbury and Berlin on their way to Ocean City.

* * *

Westerly, R. I.—Joseph Dussault has purchased a 4-cylinder, 22 h. Clement motorcycle, which is without doubt one of the finest machines in this country. The motor was brought to this country from Paris by Albert Champion and originally cost $1,500.

* * *

Ellis, Kan.—The Rev. M. Neff has just bought a twin Indian from Henry Tholen, and through his enthusiasm has enabled Mr. Tholen to sell three other twin Indians and a single Indian. Mr. Neff has a number of clerical friends, many of whom ride motorcycles.

* * *

Kewanee, Ill.—John Robindor is the possessor of one of the finest machines in this part of the country. It is one of the new model R-S, is enameled red and is the first machine in use here which is fitted with chain drive.

* * *

Pittsburg, Pa.—C. P. Shoup left here ten days ago on his Indian for an extensive tour. His itinerary includes Atlantic City, New York, Rochester, Buffalo and Erie. He expects to be on the road about one month.

Aurora, Ill.—Rev. Father Linden, Leo Berthold and Jack Hannon went to Ottawa on motorcycles recently, stopping at Wedron on the way down for dinner. They returned to Aurora in the evening, having covered 155 miles.

* * *

Cedar Rapids, Ia.—Chas. L. Rose and Edwin S. France are making a trip from their homes here to Norwalk, O. They covered the first 425 miles, as far as Logansport, Ind., in six days.

* * *

Denver, Colo.—Albert T. Orahood of 2130 East Colfax avenue, this city, left on July 17th on his twin-cylinder motorcycle for Sheridan, Wyo., where he will rough it for a few weeks with some friends on a ranch.

* * *

Geneva, Neb.—Roy Hampton, R. F. D. carrier out of this town, has purchased a motorcycle for use over his route. The machine can be of use to him here almost all the year round.

* * *

Nevada, Mo.—Tom Romaine has received his new M. M. 3½-h. machine, and can be seen every fine day now speeding it on the country roads.

* * *

Phoenix, Ariz.—O. A. Turney has just purchased a new mount, which is one of several now in use on the streets of this town.

* * *

Negaunee, Mich.—A. O. Sjoholm has sold his cycle and general repair shop to John Pollard, who is a gas engine expert.

* * *

Sewickley, Pa.—An Indian machine was purchased recently by Mr. W. B. Schiller as a present for his son.

* * *

Bluffton, Ind.—Frank Young has started a repair shop, including all facilities for the repair of motorcycles.

* * *

Avoca, Ia.—While in Omaha recently Harry Barnes of this town purchased a fine, up-to-date motorcycle.

* * *

Zanoni, Wis.—A motorcycle that is a dandy for speed was recently purchased by H. Arthur White.

* * *

Dreibelbis, Pa.—Walter Mathias has purchased a new Reading-Standard machine.

* * *

Hudson, Mass.—A new 1908 model Indian has been purchased by D. J. Gregory.

* * *

Reading, Pa.—William Reinert recently made a motorcycle trip to Shoemakersville to visit his grandparents.

* * *

Boyerstown, Pa.—Oliver Erb, agent for the Light Mfg. & Fdy. Co., of Pottstown, sold George Miller of this place a new machine.

* * *

Martin's Ferry, W. Va.—Fire Chief Heyward Long recently purchased a new 3 h. Indian in Pittsburg for use in going to fires.

* * *

Ekalaka, Mont.—David Laney recently purchased a motorcycle and is quite expert in its management.

* * *

Mapleton, N. Y.—R. T. LeVan, rural mail carrier on route No. 16, is now flying through here daily on a new motorcycle. He makes his trips much more quickly.

* * *

Galesburg, Ill.—Chas. Steele is the latest owner of a motorcycle in this city. It is one of the new 3 h. Harley-Davidson machines.

* * *

Turtle Creek, O.—A new motorcycle was purchased recently by Alphonso Beery, of this village.

IF You want to sell your machine advertise it in the Motorcycle Mart, Two Cents a Word.

The Merkel

At the Finish of the New York-Chicago Twelve Hundred Mile Tour

TWO PERFECT SCORES TWO

AND

WINS first and second places in the Special Five-Mile Race at Crown Point, Ind., July 18th, for machines, ***just as they were ridden*** in the longest motorcycle tour ever held.

A Real Race for STRICTLY STOCK MACHINES—the kind You Buy and Use

The demonstration of a machine's ability under these conditions means more to the buyer and user of them than any race with machines you do not buy or ride.

You can buy and use exactly duplicates of the machines that finished in these big events and ones that will duplicate these notables performances at any time you wish.

Again the MERKEL *BALL BEARING MOTOR AND SPRING FRAME.* Better ask your nearest dealer. If there is none, write

MERKEL MOTOR COMPANY **26th Avenue, Milwaukee, Wis.**

THE MUD LARKS

LIGHT MOTORCYCLES

Arrived in Chicago on Time

The motorcycle that received the MOST SEVERE TEST in the New York to Chicago Reliability Contest, was the "LIGHT." A six hour's delay, caused by accidents, compelled the riders to drive their machines through RAIN and MUD. They succeeded in catching, at Buffalo, N. Y., the main body of tourists who had been favored with continual clear weather and dry roads.

The terrific speed maintained in the chase over these rough and muddy roads proves that the "LIGHT" MOTORCYCLE is a machine of QUALITY. **To be RIGHT—Ride a "LIGHT."**

Booklet Sent on Request

LIGHT MFG. & FDY. CO., **MOTORCYCLE DEPT.**
4th and Hanover Sts., POTTSTOWN, PA.

"Pilot" Road Map is Ready

THE publishers of "The Red Book," F. S. Blanchard & Co. of Worcester, Mass., have just brought out a book of road maps that should prove popular with motorcyclists. The one feature that appeals most strongly is its compactness. The book is only one-quarter of an inch thick and nine and one-half inches square, and it can be folded into pocket size or rolled up and placed in a tool bag readily. The inside front cover shows the skeleton key to the "Pilot" road maps, the whole of New England (omitting northern Maine) and the Hudson River District, being divided into 103 sections. Each section is numbered and refers to a full page map in the book. About 53,600 square miles of territory are thus covered with wonderful completeness. Street maps of eighty-two cities are shown, the entire series being compiled from United States government surveys by Henry MacNair, geographer and associate member of the American Society of Civil Engineers, and shows the condition of various roads and the prominent landmarks with remarkable fidelity. Automobile routes, good roads, poor or unreported roads, trolley lines, grades, railroad crossings (grade, subgrade and overhead), churches, schoolhouses, cemeteries—all are recorded so plainly that it is possible to identify the roads beyond any question of doubt. Over 105,000 miles of public roads are thus covered. For convenient reference there is included a full index of cities, towns, villages and railroad stations, with information regarding post offices, population, etc. All this material is brought into such compact form by using lightweight bond paper of great tensile strength and wearing qualities. The paper is a light gray in color, this shade being used to prevent soil and also on account of its opaqueness.

THE Hendee Manufacturing Co., Springfield, Mass., have just gotten out some interesting literature which they will send free upon application. One pamphlet is entitled "Above the Clouds With an Indian Tri-Car." This comes in a sky blue cover and is the story of how C. C. Hopkins made the ascent of Mt. Hamilton, Cal., on which is placed the Lick Observatory, which contains the largest telescope in the world. The tale is cleverly written and beautifully illustrated. Another piece of artistic Indian literature is the account of the dinner given in May last by Mr. G. H. Westing to Indianapolis motorcyclists. All motorcyclists in the city were invited to attend the feast whether they were Indians or not. The story of this affair is told by word and picture in a very interesting manner.

MOTORCYCLE MART

BUY: SELL: EXCHANGE

Two Cents a Word Cash With Copy

FOR SALE—6-h.p. N. S. U., two-speed gear, free engine, cooling fan, with tri-car; fine condition. Daiton, 206 West 73th St., New York.

FOR SALE—One Orient buckboard in good order at a bargain at $98.00. B. T. Epps, 264 Lumpkin St., Athens, Ga.

FOR SALE—One 1907 M. M. motorcycle, 1908 engine; rear tire new, all parts in good order; looks like new; at a bargain, $115.00.

One Columbia chainless, 24-in. frame, Hope brake, G. & J. tires, cushion frame, rear tire new; $40.00; will exchange. What have you? A. A. Jordan, cor. Washington and Lumpkin Sts., Athens, Ga.

FOR SALE—New 1908 Indian twin cylinder motorcycle. Chas. Cicotte, Columbus, Kansas.

TO EXCHANGE—High-grade printing press for motorcycle. Write W. S. Tripp, Sioux City, Iowa.

THOMAS WHITTAKER, a book publisher in the Bible House, corner 9th street and 4th avenue, New York City, has just gotten out an English translation of a German work by W. Hantzschel descriptive of the working parts of a twin-cylinder motorcycle. A large model of a machine is contained, very much on the style of the manikin charts used in medical works, which opens up, one section at a time, and shows the different parts. Each part is numbered and a tabulated list gives the name of each. A brief description of the principle of the carbureter, ignition devices, etc., is also given.

THE exclusive representation for the Vindec Special in the eastern states has been secured from the South British Trading Company by Messrs. C. A. Crownshield and R. Burlinson of 109 East 114th street, New York City. These gentlement, operating under the name of Crownshield & Burlinson, have been importing Vindec machines and selling them in New York, and obtaining a large, exclusive territory will no doubt induce them to go into the business on a large scale.

C.O.T.
GUM - GUM

C. O. T. Gum Gum. Ask your dealer how nicely it repairs digouts in your auto shoe. For sale by jobbers. CHAS O. TINGLEY & CO., Rahway, N. J.

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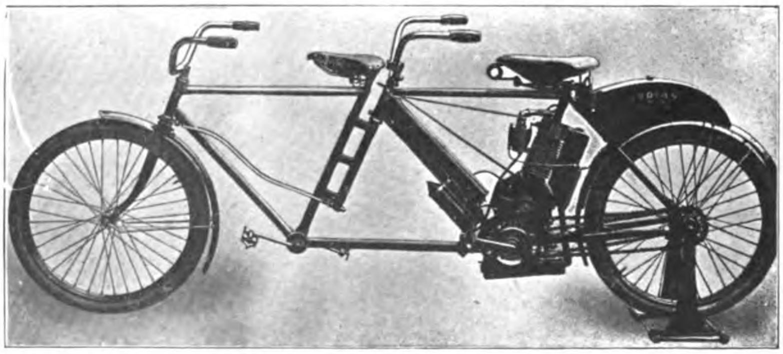
HAMMONDSPORT, N.Y.

THE MOTOR CYCLE 1d
The British Motor Cycle
NEWSPAPER
American subscription rate, $2.50 per annum
"The Motor Cycle," 20 Tudor St., London, E. C.



MUELLER
Tandem Attachment
Made also with drop frame
Price $65.00
Write for particulars to
L. J. MUELLER
6417 Woodland Av., Cleveland, Ohio

The Bull Dog Tenacity

Is a fitting way to describe the successful grip obtained on the leadership by the N. S. U. MOTORCYCLES in endurance and reliability contests at

HOME AND ABROAD

OUR 6 H.P. TWIN

THREE GOLD MEDALS

together with *the Highest Average Points* were awarded the N. S. U. in the F. A. M. Endurance Contest of

United States

and later

TWO GOLD MEDALS

and again *the Highest Average* was awarded the N. S. U. in the severe End to End Trials of

England

Mighty Good Records, eh?

Both of these trials were the severest of their kind, yet every N. S. U. entered finished, on time and without a replacement. That's the kind of machine you want. Exact duplicates are ready for you to-day. In models from 1¼ to 6 H. P.

N. S. U. Motor Company
206 W. 76th Street, New York City
INFORMATION FROM DEPT

NSU

Indian Motorcycles and Tri-Cars
Royal Belt Driven Machines

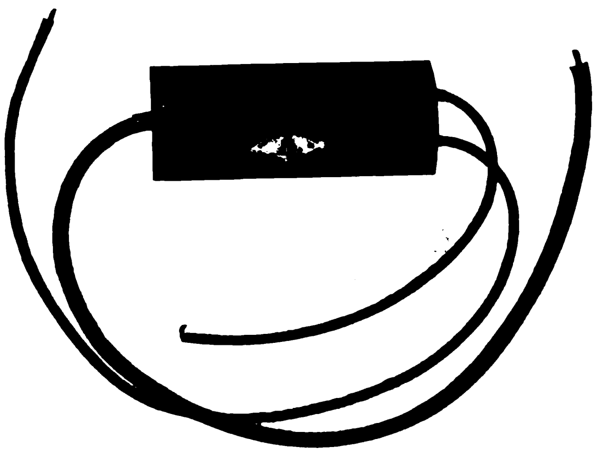
Complete stock Indian and Thor parts

Second Hand Machines, $50.00 up

Send for most complete and largest Motorcycle Specialty Catalog ever issued

F. B. WIDMAYER
2312 Broadway :: New York City

Motorcycle Coils

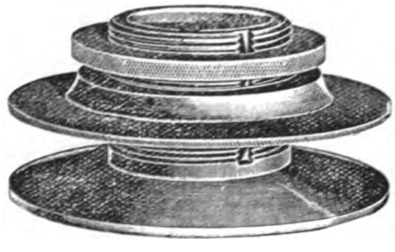


Size 40 M, 21-2x6. Size 40 D, 3x6

The wire leads are the very best high and low tension indestructible cable and are secured so they will not "pull out."

The insulation, balance, efficiency, finish, durability and reliability are the best that can be produced, and we are positive that it excels all others offered at any price.

LEMKE-BRIGGS ELECTRIC CO.
Milwaukee, Wisconsin



Simplex

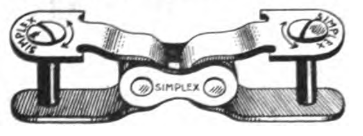
ADJUSTABLE PULLEY Price, Fitted, $6.00

Can be made any diameter from 3 to 5½ inches

SIMPLEX V BELT

The kind that lasts. Eliminates Transmission Trouble. All sizes carried in stock

SIMPLEX BELT HOOKS



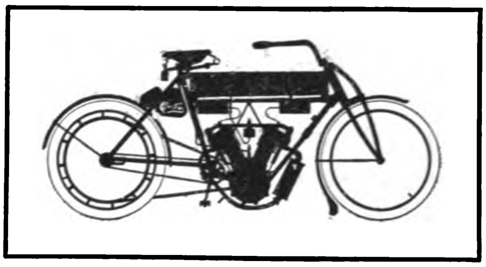
Price, 25c

Our new Catalog showing a full line of Motors, Frame Fittings and all other parts, will soon be ready—shall we send you a copy?

PROSPECT MOTOR COMPANY

Broadway and 63d Street - - - - New York City

How Much Would You Give for a Bicycle With Plain Bronze Bearings?



Roller bearings are as essential in a motor as ball bearings in a bicycle. "CURTISS MOTORS" are roller bearing throughout.

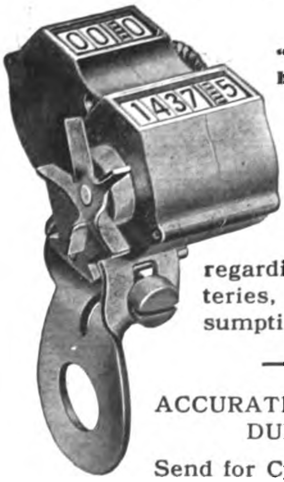
SEND FOR CATALOG "Y"

G. H. CURTISS MFG. CO.
HAMMONDSPORT, N. Y.

Veeder

TRIP CYCLOMETER

FOR MOTORCYCLES



"Its nice to know how far you go"

It also tells just what you ought to know regarding tires, batteries, gasoline consumption, etc.

ACCURATE, RELIABLE DURABLE

Send for Cyclometer Catalogue

Price, each $2.00

Motorcycle Striker 25 Cents Extra

The Veeder Mfg. Co.,
42 Sargent St., Hartford, Conn.

Manufacturers of Cyclometers, Odometers, Tachometers, Tachodometer Counters and Fine Castings

DO NOT FORGET

That 90 per cent of our attention is given to having in stock ready to deliver

EVERY SPARE PART
of Curtiss, Indian, Thor and R-S
MOTORCYCLES

Also: Every accessory manufactured for the use of the Motorcyclist. Also: that we give Particular and Prompt Attention to MAIL ORDERS

TIGER CYCLE WORKS CO.
782 EIGHTH AVENUE NEW YORK CITY

DISTRIBUTORS OF

"CURTISS"
MOTORCYCLES

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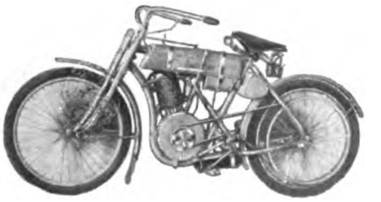

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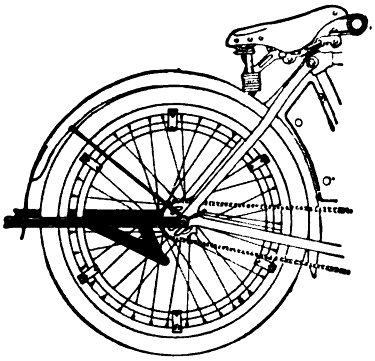

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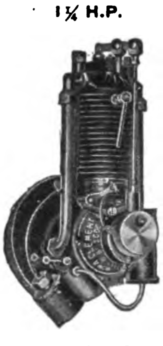

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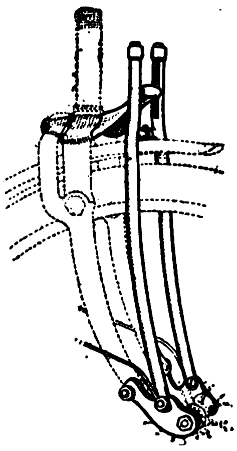

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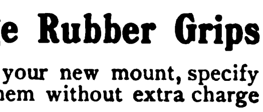
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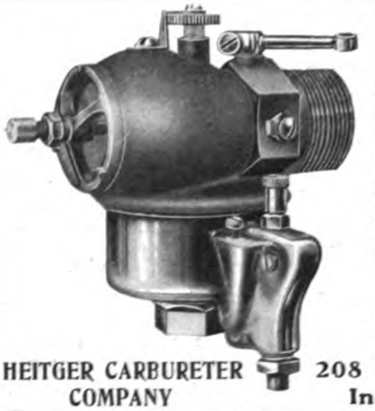

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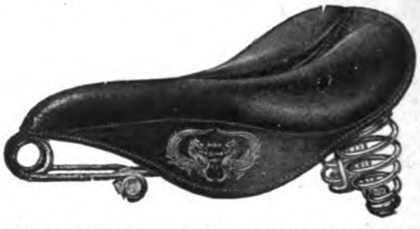

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HE'LL GET THERE
and HE'LL GET BACK
and what's more at the time set.

There are a few fundamental points of highest merit embodied in the N. S. U. which should be considered by every purchaser, these are:

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MOTORCYCLE ILLUSTRATED

Vol. III September 15, 1908 No. 12
MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

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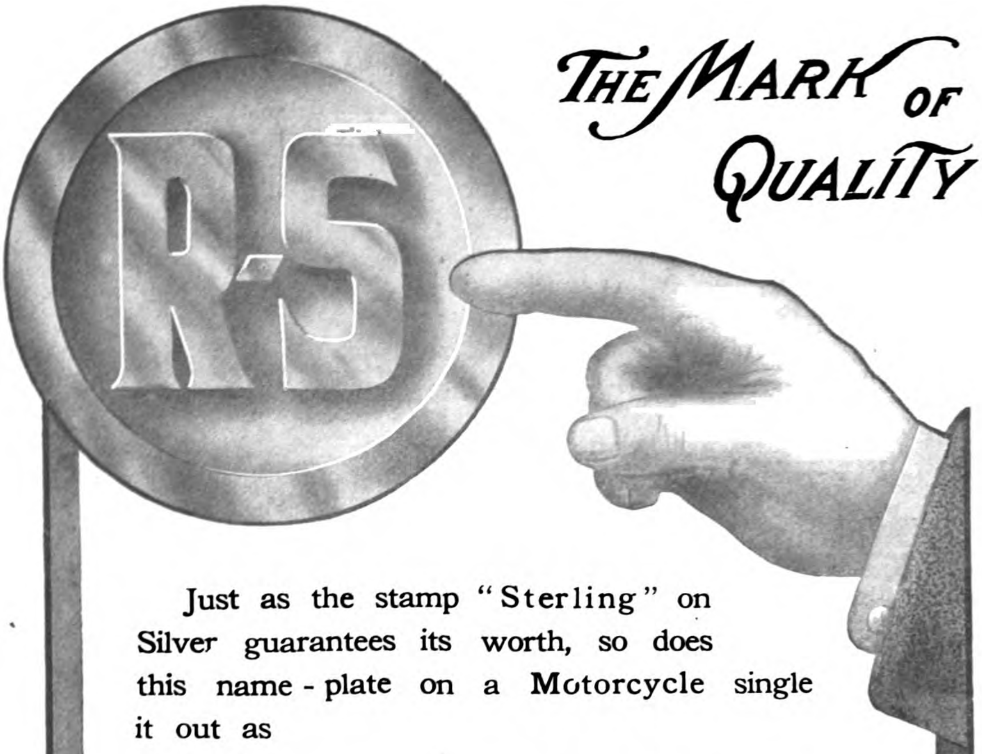

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TEN CENTS
MOTORCYCLE
ILLUSTRATED
Vol. III. No. 12 Sept. 15, 1908
PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY

MOTORCYCLE MAKERS ORGANIZE

AN organization of the motorcycle manufacturers of this country was affected at Buffalo, N. Y., on September 15, where representatives of seven factories met at the Hotel Statler in response to a call by William F. Remppis of the Reading Standard Company, and, after a session of several hours, elected officers *pro tem.*, fixed the membership fee, chose a name—Motorcycle Manufacturers' Association—and appointed committees, etc., to carry on the work of the organization.

When the meeting was called to order by Mr. Remppis there were nine members of seven different manufacturing concerns present, and telegrams and letters from nearly every other maker in the country were on hand, all expressing the hope that an organization might be effected and promising hearty support of such a move. Those present were: William F. Remppis, Reading Standard Company; Glen H. Curtiss, G. H. Curtiss Company; Percy P. Pierce, Pierce Cycle Company; C. H. Becker, Julius Hengerer and J. W. Van Allen, Auto-Bi Company; Arthur Davidson, Harley-Davidson Company; W. T. Marsh, American Motor Company, and Edward Buffum, Merkel Motor Company.

The meeting had been fixed for the 15th, at Buffalo, by Mr. Remppis, who was appointed chairman at a preliminary session of the makers held in New York City a little less than one year ago, and instructed at that time to go ahead with the movement when the time was ripe for it. In his opening address Mr. Remppis pointed out the need of organization and cooperation among the makers, enumerated the advantages to be derived from such cooperation and briefly went over the steps that had been taken a year ago. He wound up his remarks by asking, "Do you want, gentlemen, a business organization, an association to act to our mutual benefits, or do you want to make only a social affair of it?" It was unanimously agreed that a business association was needed, and then the actual work of the convention or meeting was commenced. Percy P. Pierce outlined his ideas of what such an organization could be and what it should do, and after an open discussion, in which everyone took part, a name was chosen. This was made as short and expressive of the purpose of the association as possible. Officers were elected *pro tem.* to act in their various capacities until the next meeting, scheduled to take place at the Hotel Tuller, in Detroit, on the third Tuesday in October (the 19th of the month), when permanent officers for the year will be elected. The temporary officers are: William F. Remppis, president; Percy P. Pierce, vice-president; Glen H. Curtiss, treasurer; Edward Buffum, secretary.

A committee to draft a constitution and by-laws was appointed, consisting of J. W. Van Allen and Percy P. Pierce. A show committee was also chosen, composed of George M. Hendee of the Hendee Manufacturing Company, Messrs. Remppis and Fretz, the latter of the Light Manufacturing and Foundry Company; F. P. Prial and Joseph Goodman will also be asked to act in an advisory capacity on this committee.

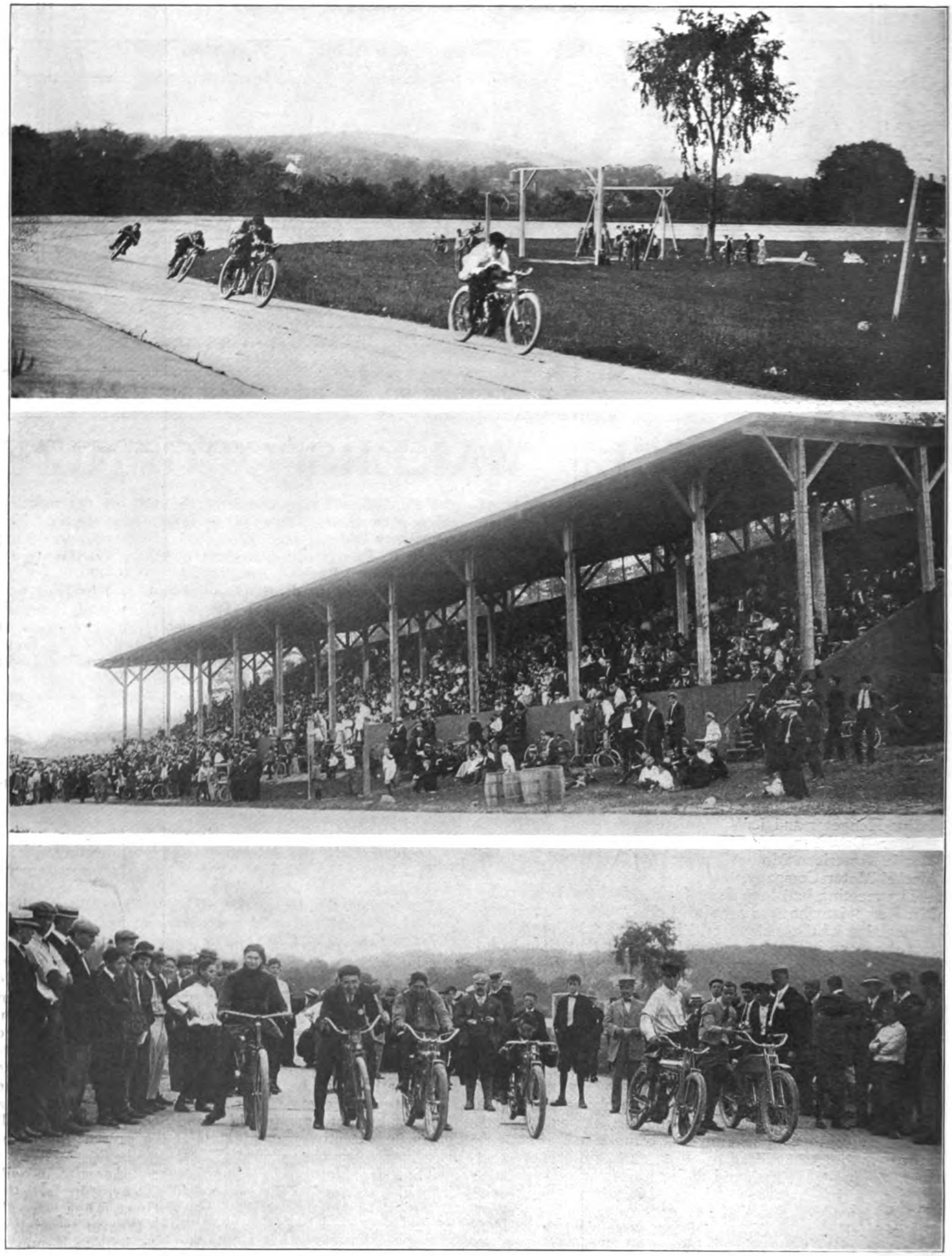
The objects of the association were set forth as follows:

To secure proper representation and spaces at the annual shows;
To secure just legislation;
To obtain proper classification and freight rates;
To further the general interests of motorcycling;
To advance the relations between manufacturers, agents and riders;
To support the Federation of American Motorcyclists in its legislative and good roads movements.

One of the most important matters brought up for discussion was the coming automobile shows. It was determined that proper space must be granted for motorcycle exhibits, and the Show Committee was chosen from among the largest exhibitors and most experienced men, to secure the recognition the motorcycle deserves. The Constitution and By-Laws Committee will have completed its work before the October 19th meeting, when the organization will be permanently established. It is the desire to have every maker of consequence enrolled as a member by that time, to which end Secretary Buffum will carry on an active campaign. For the present the membership fee has been placed at $25.

That the Motorcycle Manufacturers Association will have the support of the entire trade is evidenced by the letters and telegrams read at the meeting. They were all of the same tenor, expressing the hope that an association would be formed and a willingness to join and support it.

N. A. M. RACE MEET: WALTHAM



THE TURN—THE CROWD—THE LINE-UP.

THE N. A. M. MEET

Would Join the F. A. M.: Great Race Meet at Waltham

At a meeting of the Board of Directors of the N. A. M., held in Boston on Saturday, September 6, and continued at Duxbury on the following day, the most important, indeed the only business accomplished, was the passage of a resolution favoring consolidation with the F. A. M. The principal figures at the first meeting were President Gerbereux of the N. A. M. and President Ovington of the F. A. M. The resolutions, which are printed below, are presumed to represent the joint views of these two gentlemen. It is further intimated that they embody the opinion of the majority of the F. A. M. Executive Committee, whom, it is reported, were sounded on the matter before President Ovington went on to Boston for the meet. In any event, some of the points of agreement in the resolutions seem to present unsurmountable difficulties in the way of the consolidation. But no doubt both parties know what they are about and comment at this time would be comment in the dark. Meanwhile, many members of both organizations are hoping that, when the smoke has blown away, there will be only one controlling motorcycle organization in this country instead of two.

Whereas, The high standard of an ideal equitable and honestly representative organization for the control of the sport of motorcycling, so consistently contended for by the members of the National Association of Motorcyclists, before and since its foundation, could now readily become an established fact through the harmonizing of the conflicting elements of the two organizations existing at this time; and

Whereas, An honest and consistent practice of the principle so earnestly advocated by our members requires that we must do everything in our power to promote and encourage the best interests of motorcycling; and

Whereas, The principles of the Federation of American Motorcyclists have been so altered, changed and improved that they now conform in most every detail to the principal regulations and rules of the N. A. M. since its inception, there really no longer exists a just reason that should prevent the consolidation of the two antagonistic organizations; and

Whereas, A consolidation has for some time been desired by the unprejudiced membership of both organizations, to which end we are on record, as is evidenced by an official letter of our President, published in the April, 1907, number of MOTORCYCLE ILLUSTRATED, and again in May, 1907, at the request of a prominent F. A. M. member, a resolution was adopted by our Board of Directors authorizing the appointment of a committee to confer with a like committee of the F. A. M., and recently by meeting in conference at the request of the President of the F. A. M.; and

Whereas, Such conferences have resulted in an agreement upon a basis upon which this consolidation can be effected as follows:

1st. That all members of the National Association of Motorcyclists be given full membership privileges of the Federation of American Motorcyclists until the date of expiration of the present N. A. M. cards.

2d. That no one, because of membership or actions in conjunction with the National Association of Motorcyclist matters, be subject to any ban, suspension or any other penalty because of such.

3d. That the amateur and professional rules of the N. A. M. be not violated in any way.

4th. That all funds, property, papers, records, etc., of the N. A. M. revert to and become the property of the F. A. M.

5th. That these conditions must be ratified by the Executive Committee of the F. A. M. before same can be effective; and

Whereas, Such consolidation will unquestionably obtain for the sport of motorcycling a more truly broad, uniform and thoroughly representative organic control, to the end that all true devotees of the sport can consistently obtain and retain membership therein, and to the end that the best interests of the sport will thus be the more properly served; therefore be it

Resolved, That the Board of Directors are hereby authorized to consummate such consolidation if the conditions agreed upon in the conferences of the President of the F. A. M. and President of the N. A. M. are ratified by the Executive Committee of the Federation of American Motorcyclists within thirty days from this date; and be it further

Resolved, That this meeting of the Board of Repsentatives of the National Association of Motorcyclists now adjourn to meet in New York City on October 16, 1908, for the purpose of transacting the annual business of our 1908 session, and receiving the report of the Board of Directors on the proposed consolidation.

While the above resolutions were the sole results of the deliberations of the board members and officers of the organization, the three-day meet of the N. A. M. members produced some excellent track and road racing. Starting on Saturday, September 5, the meet continued over into Monday, Labor Day. On the 5th were held the track races at Waltham, and a meeting of the Board of Directors of the N. A. M. occupied the evening at the Hotel Nottingham in Boston. On Sunday, the 6th, the annual dinner was held at the Miles Standish House at Duxbury, and on Monday morning the twenty-five-mile road race at Waltham was run.

The opening event of the three days' session was the track meet on Saturday afternoon at Waltham. Here an audience of 3,000 filled the grand stand and overflowed into the enclosure. In fact, the crowd was so large and the standees in front of the grand stand so many that the local police had their hands full in keeping them out of danger's way. That the sport has a large and enthusiastic following in New England was demonstrated. The riders received their full share of applause at every clever move on the track, and the winners were cheered again and again. It took some mighty fine riding, too, to stay on the track, and it was lucky indeed that no serious accidents occurred. It is a three-lap cement track, built in the hey-day of the bicycle racing days, and was designed and banked for a speed of about two minutes to the mile. The entries were limited to single-cylinder machines, and it is well that it was so, for two men went off at the same point, while rounding into the homestretch. Both were somewhat bruised and scratched up, but not enough to put them out of the running entirely.

A feature of the events was the manner in which each was contested. It was any man's race right to the very finish in most cases. The riders were all men from nearby towns, who had their machines tuned up and geared up

GUY M. GREENE.

to their highest speeds, and the riders' abilities were all about on a par, so the finishes were close and the races spectacular.

Honors were fairly divided, no one rider secured more than two out of the six events. Claude Crout of Readville took two on his 3½-h. M. M.; W. A. F. Estes of Waltham captured two, also on an M. M.; C. E. Anderson, on a 4½-h. Orient, took the first event, the one-mile open, while the obstacle race went to Dow of Lynn.

It was in the third race of the day, at two miles, that Estes went off at the upper turn. He came around bunched with three other riders, and was forced to the outer edge. He shot straight ahead, over the track and into an undergrowth of bushes. He was up immediately, however, and climbed up on the track to show he was still in the running. His machine fared worse, however, and he could not continue in that event. Anderson's machine slipped from under him at the same point on the track in the last event, when he leaned so far that his pedal struck. He did not go over the edge, as Estes did, but landed on the hard cement surface. He was rather badly bruised and scratched and was unable to continue.

The first race was a one-mile open, in which five starters lined up for the gun. Anderson took the lead, with his 4½-h. Orient, at the very start, and was never headed. It was neck and neck, however, between Anderson and Guy M. Greene at times, and both were followed closely by William Brewster. They finished in the above one, two, three order.

The second event was a "slow race" at one lap. Estes, Dow and Brewster were the only starters, and they furnished much amusement in their efforts to see who could go the slowest and still keep their motors turning over. Estes and Brewster both stalled before they had gotten half a lap, and then Dow, instead of coming along a little faster and making sure of the first place, continued so very slowly that he stalled his motor within ten feet of the line. The laugh that he got from the grand stand was disconcerting, to say the least. All three were started over again, and Brewster and Dow repeated, leaving Estes a clear field. He opened up a bit and arrived safely.

The third race, two miles for stock machines, furnished some excellent racing. It was run in two heats, the first two men qualifying. In the first heat, after Estes had jumped the track, Crout and Brewster had things all their own way. Greene made all the running in the second heat, with Bachelder a safe second. In the final, Crout and Bachelder put up as pretty a race as one would wish to see. The latter led for three laps, with Crout following him closely. On the fourth lap Crout succeeded in jumping into first position, which he held to the end, with Bachelder second and Brewster third. Green was unfortunate, his belt slipping off on the third lap, and he was out of the running entirely by the time he got it on again.

The obstacle race, which was won by Dow, furnished more amusement for the spectators. Four barrels were arranged on the backstretch and four on the homestretch, with a four-inch plank in front of the judges. The distance was one mile, and the winner made it in 2.03 1-5, dodging the barrels successfully and "walking the plank" perfectly.

The five-mile event also furnished some spectacular and thrilling riding, with several leaders at different times and a hard fought finish. Green was off first and set the pace for the first mile, followed closely by Crout and Dow. Then his belt gave him trouble again and he was forced to drop back. Dow then took the lead, pressed closely by Crout, who jumped into the lead at two and one-half miles and managed to hang on to it till the end. Dow was second and Brewster third. The second division, consisting of Greene, Estes and Bachelder, had been having it out among themselves and they furnished some real good racing. The winner's time for the five miles was 7.13 4-5.

Like all handicaps, the last race of the day, at ten miles, was all confusion over the order of the riders till the checkers and timers had gotten together and the results were announced, when Estes was returned the winner, with Blodgett second and Brewster third. The time was 14.46. This race, like the others, brought out the best jockeying abilities of the riders, and there was a half-dozen brushes going on at the same time.

The summaries:

One-mile, open—Won by C. E. Anderson, 4½-h. Orient; second, G. M. Greene, 3½-h. M. M.; third, William Brewster, 3½-h. M. M. Time, 1.30.

One lap, one-third mile, slow race—Won by W. A. F. Estes. Time, 1.32 2-5.

Two-mile, stock machines—Won by Claude Crout, 3½-h. M. M.; second, A. H. Bachelder, 1¾h. Indian; third, William Brewster, 3½-h. [illegible] M. Time, 3.01 4-5.

One-mile obstacle race—Won by W. Dow, 3½-h. M. M. Time, 2.03 1-5.

Five-mile, for stock machines—Won by Claude Crout, 3½ M. M.; second, W. Dow, 3½ M. M.; third, William Brewster, 3½ M. M. Time, 7.13 4-5.

Ten-mile, handicap—Won by W. A. F. Estes, 3½-h. M. M.; second, T. A. Blodgett, 4-h. Orient; third, William Brewster, 3½-h. M. M. Time, 14.46.

Following the track races the out-of-town N. A. M. members journeyed to Boston, where they put up at the Nottingham. Here the delegates to the annual convention met and discussed the affairs of the association, the meeting lasting from eight o'clock till after midnight. The routine business was postponed for consideration at a later hour, and the N. A. M. versus F. A. M. matter was taken up. After open discussion among the Board of Directors of the N. A. M. and President Ovington of the F. A. M., it was decided to prepare a set of resolutions, to be the first step toward bringing the N. A. M. under the protective wing of the F. A. M. The N. A. M. representatives were finally called to order by President Gerbereux, and after roll-call the president explained that while negotiations were under way with the F. A. M., more time was needed, and that if such a move was made an entire change of the proposed business of the meeting would of necessity occur, and that it would be advisable to postpone the meeting.

An adjournment was then made till one o'clock the next day (Sunday).

A steady, drizzling rain put a damper on the festivities planned for Duxbury on Sunday, the 6th, though some twenty odd members did make the trip by train from Boston. It was almost impossible to ride on the slippery, oiled roads, and the members who had planned to come from Providence, Fall River, Waltham, Lowell, Boston, Worcester and other towns from farther distances simply gave it up. A few hardy ones did attempt the ride, but finally considered discretion the better part of valor and turned back.

Duxbury is a pretty little place, about forty miles south from Boston, and contains many landmarks that have been preserved from the early colonial and revolutionary days. The dinner was held at the Miles Standish Hotel, and the fame of Duxbury clams lost none of its glory. The ones served were the genuine article and fully up to their reputation. But for the change to fish, lobster and chicken it is possible that the clams might have wrought havoc. As it was, the digestive apparatus of most of those present was tested to its utmost. Finally, coffee and cigars were reached, about 4.30 p. m., and at a signal from the president all set back and listened to his remarks, during which he announced the results of the various conferences of N. A. M. and F. A. M. officials.

He then called the meeting of the representatives, adjourned from the night before, and asked everyone to remain seated, whether they were members, delegates or invited guests. After roll call the resolutions were read and adopted. All members present were asked to contribute their views on the resolutions, and some excellent orations followed. The dove of peace seemed to hover over the dining hall, and all the speeches made were of the same tenor—a hope for harmony. William F. Remppis, W. F. Mann, Messrs. Mesinger, Metz, Hoyt, Patterson, Marsh and Jenkins all made fine speeches, containing many expressions of a complimentary nature. Then President Gerbereux made a strong plea in favor of the movement, and the members finally left for their homes, satisfied that a step in the right direction had been made and that the long-hoped-for time had arrived when all would be made harmonious and the interests of the sport would be placed ahead of all personal feelings.

CLAUDE CROUT.

Bright and early on Labor Day morning all roads led to Waltham, where the twenty-five-mile road race was scheduled to start at eight o'clock. Motorcycles, more motorcycles and then some more, they came from all directions, most with only a single rider, others with passengers on tandems and in tricars. The race was a postponed feature of the Fourth of July meet at Waltham, and furnished the best kind of a test of the riders' and machines' capabilities. The course was Lexington street, starting opposite Lincoln street, to Beaver, to Forest, to Trapelo road, to Lexington, thence to starting point. This is five miles, and was covered five times by those who completed the race.

On account of the wet and slippery condition of the roads, an hour postponement of the starting time was made, but promptly at 9 o'clock the first man was sent off. An immense crowd had assembled at the starting line, and all around the course the vantage points were occupied by enthusiasts. The spectators were fearless on the general principle that "those who know nothing fear nothing" and crowded out onto the road when the machines passed, giving the riders but a narrow passage to pick their way. Fortunately there were no mishaps in the crowded sections.

Despite the wait of an hour the roads were wet and dangerous at several points, and it was a day of mishaps for many of the riders. W. A. F. Estes took the worst spill, in which he broke some fingers on his right hand and wrecked his machine. His injuries were attended to at the Waltham Hospital. Of the nineteen who started, but seven finished officially. The majority dropped out on the first lap, finding the course more than they had bargained for. A few stuck it out until the second lap, but these were very few.

More than one rider met his Waterloo in one or more of the soft spots, many losing so much time in being thrown and getting up speed again that they finally decided to drop out altogether. Mechanical troubles, too, bothered some of the riders.

The best racing was done by Guy M. Greene, who started from scratch and finished in second place, winning also the time prize. The first to finish was E. S. Young of Stoneham, who started from 8.30 mark. He was not picked as a winner, but he rode in pretty style, and with his heavy handicap made good, to the surprise of nearly everyone. He had his machine running like a clock, and was never in danger of losing his position. Mitchell, who had a start of fifteen seconds over Greene, finished seventh and won second time prize. Until he received a toss, Estes was riding in fine form with excellent chances of finishing among the prize winners.

The seven men to cross the tape were:

First—E. S. Young, Stoneham, 3¼-h. Excelsior; time, 35.42 1-5.

Second—Guy M. Greene, Waltham, 8-h. M. M.; time, 30.36 2-5.

Third—M. E. Isic, Melrose, 3-h. Crouch; time, 39.36 2-5.

Fourth—D. Brewster, Whitman, 3½-h. M. M.; time, 40.38 3-5.

Fifth—W. S. Sargent, Lynn; 3½-h. M. M.; time, 42.23 1-5.

Sixth—P. Drake, Randolph, 3½-h. M. M.; time, 41.23 1-5.

Seventh—J. Mitchell, Waltham, 8-h. M. M.; time, 34.22.

SOME OVERHAULING WRINKLES

By THE DOCTOR

ABOUT this time of year the amateur rider usually considers whether sufficient coin will be forthcoming for a fresh machine next spring. Very often his answer is a lugubrious negative, but he consoles himself by reflecting that he will do up the old jigger so cunningly during the off season that it will be just as good as a new one. He spends a good many messy hours in the cycle shed, transfers a nice pile of hard earned dollars to the local repairman's pockets for new engine brasses, new tires and new valves, and finally sallies out when the roads parch up a bit again, trying hard not to look envious of the young chap newly possessed of his first machine, in all the glory of white tires and gleaming enamel. But the truth gradually hits him hard in the thinking parts that, after all his trouble, his machine has *not* got the same kick it had twelve months ago. It's too late to start the overhauling job all over again, and he's not sure he could dig out any new trouble if he did. So he has to face a season with his machine out of tune, and half its fiercest joys have departed.

What did he overlook?

I can only say what I have overlooked once or twice, and without doubt the most important thing has always been wear of the cylinder bore. I saw my piston rings looked brown and mouldy, so I promptly ordered and fitted a new set; but somehow the lost compression didn't return. It's very easy to say cylinders ought never to show wear after a single season, but the fact remains that they do. What with the effects of that hundred-mile non-stop, when you got so excited about your record time between town and town that you missed lubricating for forty miles though the throttle was wide open, and what with the number of times you have made a bad start up a bad hill, and preferred to struggle up with the piston hammering clankily, instead of going back and making a swifter rush, you may be dead sure the upper diameter of the cylinder is enlarged by a millimeter more, and no matter how many sets of bright, new polished rings you put in, they will all be brown and mouldy looking in a very few miles, and the lost compression will still be far to seek.

Well, having callipered the cylinder, and proven the wear, what's to be done? A fresh set of bigger rings, specially turned up? Yes, but if they will pass into the unworn neck of the cylinder, they will spring out when they reach the worn top of it, and there will be no end of a leakage past their gapped ends. New cylinders? Eight or ten dollars is too big an item—the machine isn't worth it always. The solution is to fit a special set of new rings *with stepcut ends*. If the steps are nice, long ones, they will safeguard the gaps, and the compression will instantly return in full measure. It is only necessary to see that the grooves are wide enough for stepcut ends to be fracture proof; if the grooves were made for ordinary slope-cut rings, it will almost always be necessary to widen them out for stepcut rings, otherwise the steps will be too thin, and snap off, when the last state of that machine will be worse than the first.

A second omission I have often made is to neglect the low-tension circuit, both on battery and magneto machines. Resistance in this with either system causes an abnormal loss of power. On battery ignited machines, it is often found in "a bad earth." The contact breaker connection to earth goes through the camshaft, which, after 5,000 miles, is a loose shaft and an oily worn brass. There are several cures. One is to carry an external wire from the contact breaker to a clean stud on the engine or frame; another is to dismount the cam and slip half an old inlet valve spring on the shaft between the cam and the face of the bush so as to get a firm and permanent contact there. With magnetos the case is different. Any carbon brush in the low-tension circuit of a magneto means a lot of resistance, so much so that the best modern car magnetos are now beginning to be designed minus these carbon pencils. How much worse if the tip of the carbon pencil is polished into a scaly, impenerable substance, behind which all the throbbing electricity gets hung up for a moment ere it can burst through? New carbons are cheap, but as a rule the hard end can be touched off with a dust file and the spring pulled out a little to afford a good pressure for the scraped tip.

Another trouble with the magneto is common on the contact breaker itself. The ball heel of the bell crank gets worn down, and makes the firing wrong in timing. We need not get a new part to cure this. The *fixed* platinum point may be unscrewed, and its bed sunk down 1-64 of an inch with a fine file. The amount of break at the platina will then need correcting by slipping a washer under the rocking platinum screw till the break is brought back to the minimum again.

WHEN cleaning the gauze strainers which are used to protect the air intakes of carbureters, care should be taken to use a cloth which is free from oil or grease, as even a very slight amount of moisture or oil may suffice to start a collection of deposit which will increase with startling rapidity. A point which should be borne in mind in this connection is that as the accumulation of dirt on the screen usually proceeds rather slowly, the adjustment of the mixture is altered from time to time to compensate for the reduced amount of air which is being admitted to the cylinder. On this account, when the gauze is cleaned it will frequently be found necessary to make a complete readjustment of the air valve.

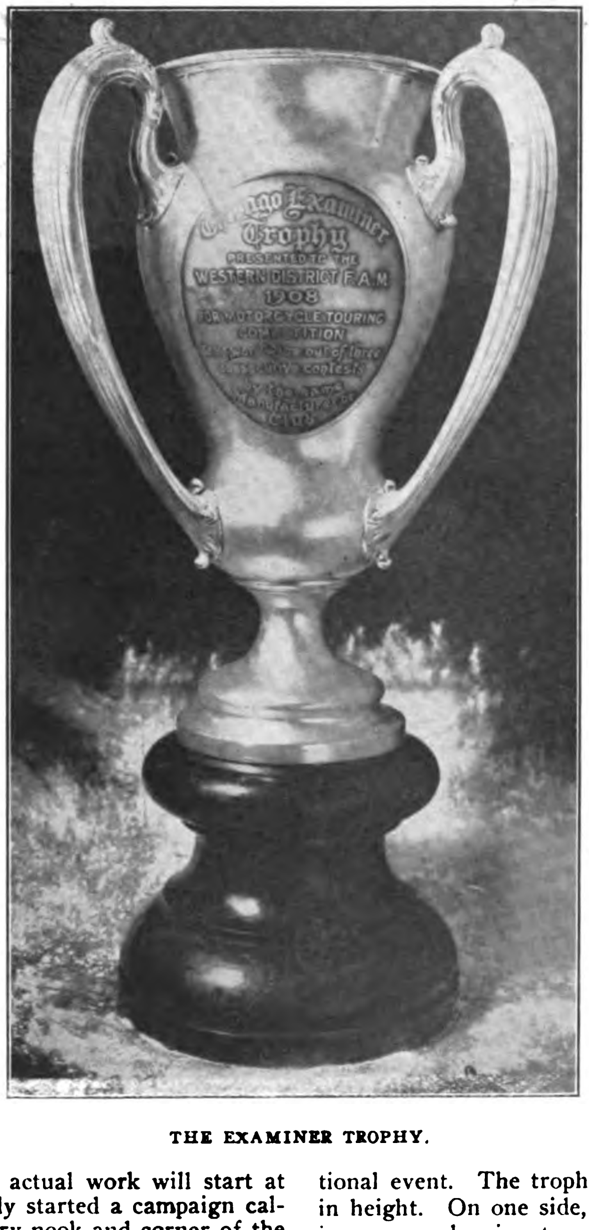
A TIP concerning the so-called "compo-rubber" or composition rubber and canvas belts which are being introduced on this side of the water with many of the foreign motorcycles, concerns the manner in which they should be replaced on the machine after having been taken off. The advice, which comes from the manufacturer, is that belts of this kind should always be put back on the pulleys so that they will travel over the latter in the same direction as before removal. An arrow marked on the top of the belt will assist in avoiding the mistake of reversing the position. The reversal of the direction of travel is the cause of many composition or rubber belts cracking. Minor cracks in the belts of this kind are not necessarily serious if neglected, but sometimes such a crack will extend rapidly until it affects the canvas core. The life of a belt is sometimes prolonged and the crack checked by a treatment with a liberal application of ordinary rubber solution. Even when the crack only extends the depth of the rubber, the solution may be brushed in so that the canvas core absorbs it and is strengthened.

NEVER remove a spark plug unless there is grave reason to suspect it. The high tension circuit may be tested by laying a screwdriver with its blade touching plug terminal, and just not touching engine while contact is made or broken, but this is no guarantee of the plug being in order.

SQUEAKS on tricars often arise from the springs. If slots are provided, work grease in between leaves with a knife blade, first taking load off springs by jacking up the seat.

WESTERN DISTRICT PLANS LIVELY CAMPAIGN

INTEREST in motorcycle touring is at its height in and around Chicago. Already discussion is rife about the destination of the 1909 tour for the Examiner Trophy, and this subject is coming in for serious consideration. The Examiner Loving Cup was turned over to the Hendee local branch last week, and will be retained by the makers of the Indian for one year, when it must be put up for competition again under rules to be laid down by the Western District F. A. M. It is one of the most elaborate and expensive trophies ever offered for motorcycle competition of any sort, and has been attracting crowds to the window of the Hendee store, where it will be on exhibition before being shipped on to the Indian tepee at Springfield.



THE EXAMINER TROPHY.

For the 1909 tour several routes have been suggested. I. F. Alofsin has suggested a tour to Denver and return. John R. Ball, president of the Western District, is in favor of the hub and spoke plan, with Chicago as the hub. J. S. Woodworth and John T. Fisher favor the Denver route, but much will depend upon the success of the effort to land the next annual convention of the F. A. M. in the West.

The meeting of the Western District is the first of its kind contemplated under the new constitution of the F. A. M. Officers will be elected, a district constitution will be adopted and formal organization perfected with a view of getting the motorcycling clans in the West together into a harmonious whole for the purpose of fighting objectionable legislation and to promote the sport.

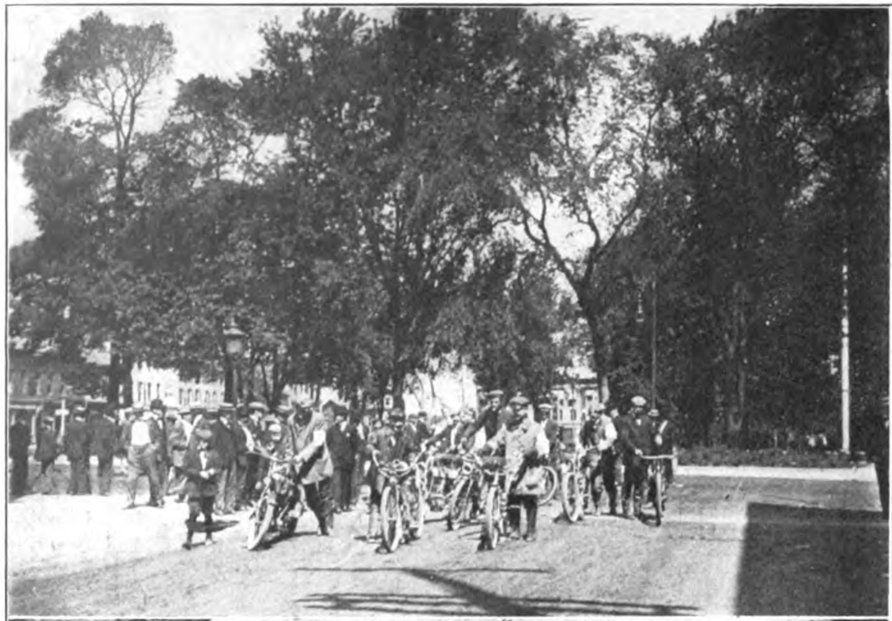
The date selected by President Ball and Secretary Alofsin for the first annual meeting comes two days before the endurance run of the Chicago Motorcycle Club, and it is figured that the meeting, being held practically in conjunction with the endurance run, will attract some who otherwise might not attend. The sessions will be held at the rooms of the Chicago Club, and a general hurrah time is planned.

Full committees will be appointed at this meeting and the actual work will start at once. President Ball has already started a campaign calculated to arouse interest in every nook and corner of the wild and woolly West, and a flood of new memberships in the F. A. M. is expected. The dealers and agents in the West have taken an active interest and are spreading the gospel with good effect, so that when the Western District presents its claim for the 1909 national convention, the parent organization cannot decline without good and sufficient cause.

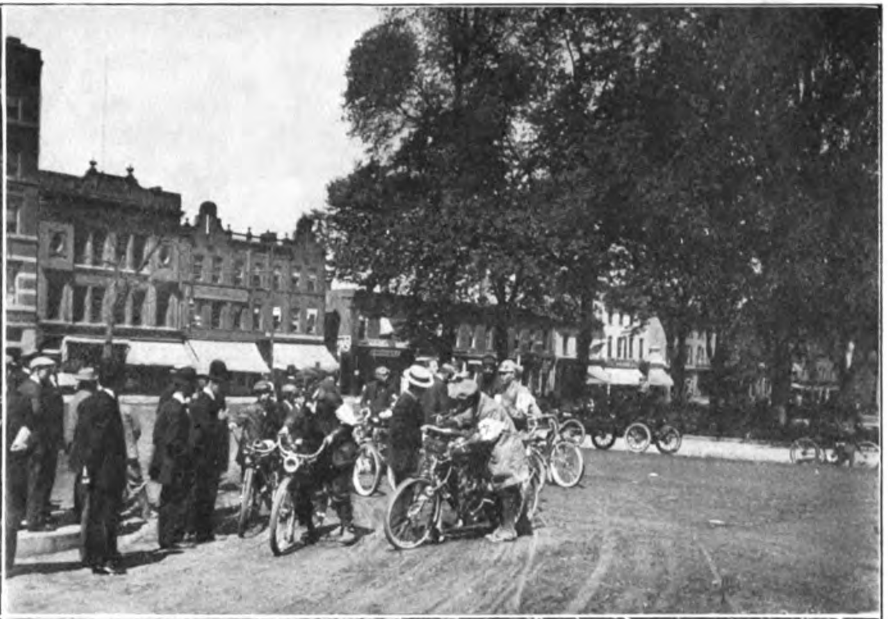
The three important committees of the Western District which are causing President Ball considerable worry are the Competition, Touring and Membership. The lassitude which has heretofore prevailed in the district makes it extremely difficult to pick men for these committees with any assurance that they will foster the awakening interest in the sport. Dr. S. W. Fahrney, Grant W. Hunter, C. W. Van Sickle, John T. Fisher, F. B. Hart, Edward Buffum, Joseph Merkel, Edward Thiem, Walter Davidson, Ralph Sporleder, J. A. Turner, I. F. Alofsin, J. S. Woodworth, George Hornecker, I. H. Whipple and C. H. Lang constitute the nucleus from which President Ball must pick his assistants. A majority of these are in the trade, but in the past these men have proven that they can lay aside trade prejudices and act for the good of the game. A get-there spirit has taken hold of the trade in the West and all have pledged to get into the fold and work. Aside from the big tour, the district is planning a series of racing championships, endurance runs, economy contests and tests of other sorts calculated to prove the utility, efficiency and real worth of the little two-wheelers.

The New York - Chicago tour, which was promoted by the Western District in July, 1908, has served to create an interest in motorcycling in the West and throughout the country that is bringing tangible results into the pockets of the makers of motorcycles. The Chicago *Examiner* offered a $400 loving cup as a trophy for touring competition, the only string attached being that it must be won by a manufacturer or club two out of three consecutive tests to become the permanent property of the maker or the club. The Hendee Manufacturing Company, makers of the Indian, won the trophy in 1908, its team of three, composed of S. T. Kellogg, B. S. Barrows and George Holden, finishing the 1,112 miles with a perfect score, just ten points ahead of the Excelsior team. So much interest was created by the affair that it is proposed to make it an annual national event. The trophy is a solid silver cup, 22 inches in height. On one side, handsomely embossed, is a touring scene, showing two motorcyclists on a country road, with beautiful scenery in the background. The details of the machines, foliage of the trees and shrubbery and a farmhouse in the distance, are finely brought out. On another side are the conditions under which the trophy must be won and the name of the donor. On the third side is a space reserved for the winners, the Indian heading the list to come.

HISTORIC MORRISTOWN



MORRISTOWN: THE START FOR SOMERVILLE



SCHELLENBERGER MAKING READY TO "BEAT IT"

THE CHECKING STATION AT WINDSOR

NEW JERSEY'S LABOR DAY ENDURANCE RUN

JERSEY CLUB'S LABOR DAY RUN

By THAYER McLAREN

Out of the eighteen starters there were fourteen survivors, of which ten came through with flying colors and will wear their gold medals in remembrance of the trip. Two of the other survivors secured silver ones. Four riders dropped out altogether, principally on account of tire troubles. The final score is as follows:

No.	*Contestant.*	*Machine.*	*Power.*	*Score.*
1.	Thayer McLaren.	4-cylinder F. N.	5	Perfect.
2.	George P. Fawcett.	2-cylinder Vindec.	5	Perfect.
3.	P. W. Stevens.	2-cylinder Peugeot.	7	Perfect.
4.	George E. Post.	1-cylinder Indian.	3½	Perfect.
5.	George M. Schellenberger.	2-cylinder Peugeot.	7	Thirty-seven minutes late.
6.	Percy Drummond	2-cylinder Indian.	4	Perfect.
7.	Carl W. Bush.	1-cylinder Curtiss.	3	Perfect.
8.	Kenneth D. Owen.	1-cylinder Indian.	3½	Perfect.
10.	Carl Segelbach.	2-cylinder R-S.	6	Three minutes late.
11.	Howard Hill.	2-cylinder R-S.	6	Did not start.
12.	J. C. Johnson.	2-cylinder Indian.	4	Thirty-seven minutes late.
14.	C. Knothe.	1-cylinder R-S.	3	Did not start.
15.	Ruthin Springfield.	1-cylinder Indian.	2¼	Perfect.
16.	Kenneth F. Moore.	1-cylinder Excelsior.	3¼	Perfect.
17.	Angelo J. Tusco.	1-cylinder Harley-Davidson.	3¼	Out at Monroe.
18.	F. H. Maurer.	1-cylinder R-S.	3	Out at Green Pond.
19.	H. E. Coryell.	1-cylinder Indian.	2¼	Out at Green Pond.
20.	Dan Suydan.	1-cylinder Orient.	3½	Did not start.
21.	C. L. O'Connor.	2-cylinder Indian.	4	Did not start.
23.	Howard O'Brien.	2-cylinder Indian.	4	Did not start.
24.	George Hamilton.	2-cylinder Indian.	5	Perfect.
26.	Watson J. Kluczek.	1-cylinder Harley-Davidson.	3¼	Did not check at Monroe; otherwise O. K.
33.	Charles Crownshield.	2-cylinder Vindec Special.	5	Out at Windsor.
34.	A. G. Chapple.	2-cylinder Vindec Special.	7	Did not start.
35.	Fred Voelker.	1-cylinder N. S. U.	3¾	Did not start.
36.	John F. McLaughlin.	2-cylinder N. S. U.	6	Did not start.

FOUR-THIRTY in the morning, after a day of continuous rain, is not an hour of joy supreme to the average motorcyclist, so that those who turned out on Labor Day morning, in Newark, N. J., to take part in the 203-mile endurance run that was scheduled for that date deserve to be classed among the elect, even though this statement carries with it a little bouquet for the writer. But the one lone star that twinkled down the airshaft—"Yes, we have flats in Jersey"—decided me, and I was on hand at Branch Brook Park for the 5.30 start.

The day was really glorious, and we were sorry enough that more of the New York boys were not in attendance, for the major portion of the run was over fine roads, with just enough bad spots in between to test the mettle of any driver. My own mount shied a little at the mud hills above Oakland, and when we got going again it was minus one foot rest. There were others who gathered troubles in that mud, so I did not feel lonely. However, that mud and that fall came as a distinct personal insult, for the boys had been talking so constantly about the much-to-be-feared mud west of Greenwood Lake that I did not expect anything of the kind so near the glorious Pompton pike. It was along in this stretch that Schellenberger had an adventure with a fence post, but, with the help of Stevens, his running mate, he got in shape to check in at Monroe on time.

Many of the machines took a light breakfast of gasoline and oil in Suffern before leaving the great Empire State, and let it be known right here that while Jersey may justly boast of its roads, it will have to go a long way to beat that stretch in New York from Suffern to Monroe, through Tuxedo and Arden, along through the Ramapo Hills, with a glimpse of Mr. Harriman's famous estate. An early morning sun over the hills, touched even now with a faint promise of fall, is one of the sights the true motorist enjoys—as long as he can hear the steady beat of his motor beneath him.

Monroe isn't such a large town, and it doesn't take a great deal to interest it, so it was no wonder that, when at sharp 9 o'clock the long string of motors lined up for checking at the railroad station, much of the town was present. One of the Harley-Davidson team has a grudge against someone in Suffern, and I pity that Suffernite if they meet. The H-D sure is a good machine, and to have a man fill you up on kerosene oil, just the common lamp kind, when you are hankering for real "76," is a pretty lowdown trick, and the H-D carbureter can hardly be blamed for giving Tusco trouble enough to spoil his sheet at Monroe. He pluckily kept going, and in the endeavor to make up for lost time, ran foul of a rock or wagon, or both, and injured the machine enough to put it out of running. He was picked up and carried through the run by the Brush runabout, sent out as general handy repair shop.

How does it feel to be run over by an F. N.? Schellenberger, on his Peugeot, came within six inches of the answer, and, personally, I'm mighty glad he doesn't know, for I was on the F. N. He was bucked off his mount by a hump in a culvert, and it was only by use of a discriminating sense of direction when he was in the air that he kept out of my way. The narrow, winding road from Monroe to Greenwood Lake was otherwise very good, and the scenery was glorious and satisfying till one began to get glimpses of the lake itself. Really that lake is fine, and as it belongs half to New York and half to Jersey I can be unreservedly enthusiastic over it. The run along its seven miles of west shore was rather exciting. The road itself was good, in spite of all the dire predictions, except for sundry outcroppings of rock, pedestrians and its numerous curves. A motorist gets used to rocks and curves and horses and autos and dogs and geese and sparrows and bugs and dust and mud and railroad tracks and even the kind of bumps that the Peugeot took, but it is a shock for a lonely motorist to have to break up a first class spooning party while running at the rate of twenty miles per hour—and in the morning, too. Owing to the double ownership of the Greenwood Lake resort, I don't know which State to charge with those many "twosing" parties. But we're all merry and happy-go-lucky souls on a holiday, so there's no hard feelings, I hope. It's so nice up there that one can't blame a fellow for taking his best girl along and holding her hand in the lee of a big rock.

From Greenwood Lake to Green Pond the road leads through country abounding in beautiful views and but sparsely settled, though the houses that are there look rather comfortable, a sort of happy medium between the cottage affairs of the resort and the mansions we saw later. One would sort of like to live in Dutch Hollow.

Green Pond, for some reason, was not a checking station, but there were penalties for failure to get up the Green Pond Hill in good shape. There is a fine brook at the foot of the hill, and more than one rider refreshed himself in its coolness while hoping that the slippery surface of the trail they call a road on that hill wouldn't prove his undoing. It's a difficult hill and requires careful driving. The many waterbreaks, curves and sharp rises forced many of the singles to avail themselves of the clause admitting of pedalling. With the twins it was a serious matter, for any pedalling meant penalization. Percy Drummond, on his Indian twin, sailed up cleanly, "as usual," as did the big Pegeuot specials and "Two-speed" Fawcett on his Vindec. Crowinshield of New York came up nicely on his Vindec, as did the writer on his F. N. Big Four. Segelback, on the R-S, pulled up nicely, too.

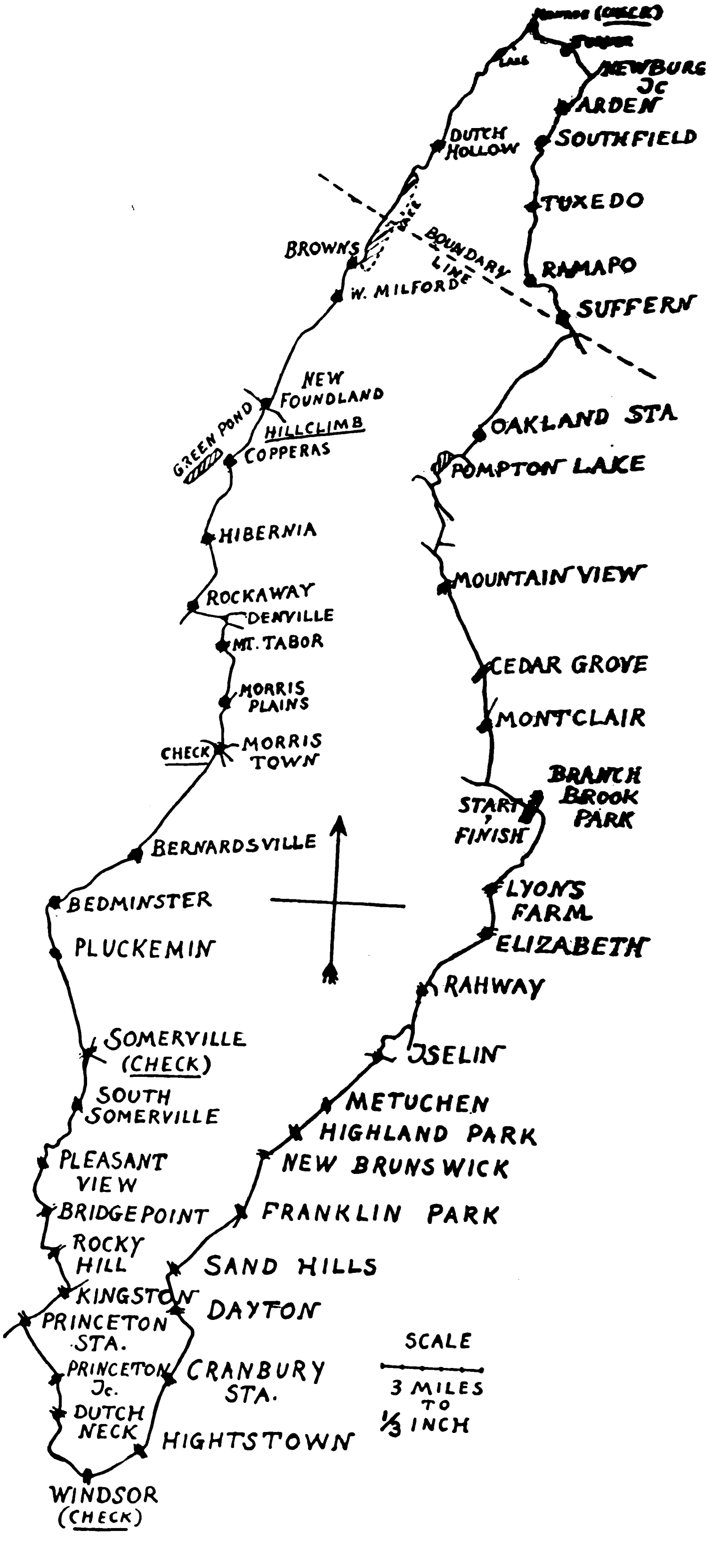
Really, though, the worst part of Green Pond Hill was in going down the other side toward Hibernia. Sand, sand, and more sand. Here the Indians—singles and doubles—the H-D, the Excelsior and the specials showed their mettle, and Bush, on the Curtiss, made his good showing. Hibernia is the center of a mining country, and presented a great contrast to the excellent farming and suburban sections along other parts of the route. The miners, while showing interest in a measure in the machines, did not express the that's-the-kind-of-machine-I-want interest of the farmers and townspeople, nor the sort of tolerance of the wealthy suburbanites and passing autoists.

At the Morristown checking station many of the boys took time for a light lunch, and some criticism was heard that no regular time had been allowed for the meal. Most of the machines needed liquid refreshment at Morristown.

From Morristown to Newark the route of the endurance run is about 110 miles. Good, smooth, stone roads, such as have made New Jersey famous, stretch along mile after mile without a break. One can readily see why it was that the many expensive country places were located in the Bernardsville and Far Hills country. Every hilltop commands an extensive view, and always with some of the real highlands in the background. It is in such country as this that the pleasure of motoring is fully realized. With an agreeable companion keeping pace with you, and the steady purring of the motor doing its part in the engine room down below, what is more sport?

Somerville and Windsor were mere incidents of a pleasure jaunt, and everyone knows the main route from New York to Philadelphia on which the course was laid from Windsor up. Maybe some of the boys made the forty-nine-mile run from Windsor to Newark at more than fifteen miles an hour, and maybe not—that's for the Motor Vehicle Commissioner to tell, and not such as we. Anyway, from the official list of entrants and survivors you can learn that a goodly number came through with clean scores. Each run of this kind points out more clearly the old adage that the race does not always go to the swift. Some of the boys with twos and fours are awfully cocky at 5.30 a. m., but the number of singles in at the end of a run is often surprising.

As the survivors met in the outskirts of Newark, and with Captain Drummond at their head ran down to Lincoln Park, there was more than one sigh of relief, for it had been a strenuous day at best. The beaming captain had a perfect score, "of course," but Post, who, by the way, made a pretty run himself, is threatening a protest, for Drummond was discovered down near Appletree crossing surreptitiously tickling his carbureter.


(CHECK)
NEWBURG Jc
ARDEN
SOUTHFIELD
DUTCH HOLLOW
TUXEDO
BROWNS
BOUNDARY LINE
RAMAPO
W. MILFORD
SUFFERN
NEW FOUNDLAND
GREEN POND
HILLCLIMB
COPPERAS
OAKLAND STA
POMPTON LAKE
HIBERNIA
MOUNTAIN VIEW
ROCKAWAY
DENVILLE
MT. TABOR
CEDAR GROVE
MORRIS PLAINS
MONTCLAIR
CHECK
MORRIS TOWN
BRANCH BROOK PARK
START, FINISH
BERNARDSVILLE
LYONS FARM
BEDMINSTER
ELIZABETH
PLUCKEMIN
RAHWAY
SOMERVILLE (CHECK)
ISELIN
SOUTH SOMERVILLE
METUCHEN
HIGHLAND PARK
PLEASANT VIEW
NEW BRUNSWICK
BRIDGEPOINT
FRANKLIN PARK
ROCKY HILL
SAND HILLS
KINGSTON
DAYTON
PRINCETON STA.
SCALE
PRINCETON Jc.
CRANBURY STA.
3 MILES TO 1/3 INCH
DUTCH NECK
HIGHTSTOWN
WINDSOR (CHECK)

Right here I want to say a word for the public and its interest in the motorcyclists. It is surprising to see how many people there are who have no thought of ever owning a motor; but turn out at the start and finish of a run of this nature. There cannot be too many endurance runs, as there is nothing that so encourages the sport as a whole, though, personally, I would like to see a little harder test.

The following letter from one of the contestants is self-explanatory, illuminating and full of humor. It is printed by permission:

NEW YORK, September 8, 1908.

Mr. George E. Post and Members of the Newark Motorcycle Club:

Gentlemen and fellow members of the Dirt-Cart Brigade, I suppose you was all dirty and hungry, too, when you came to Newark, I know I was for one, I was not tirsty because I sampled all the beer between Heightstown and PertAmboy.

When you and the bunch pass me I was boting on all the lose pices of that infernal lamp I had, as I had plenty of time I done a good job, and went on my way. You fellows were some distance ahead and I let the horse out so as to catch up with the bunch, my little —— was just getting warmed up when Bang! my rear tier went flat, if it had been dark you could have seen the blue straks flashing round for a while, but swearing don't mend punctures, so I pulled the Horse shoe nail out of my tier and put a patch on, I was on again and after a while of again, and so I keept up for some time, the truble was, I got a puncture through both sides of the tube of course I was in a hurry when I put the first patch on and did not found the second puncture before I toke the tire off again.

So you see how I spend my time fiddling round with the two punctures and it was 4, 30 P. M. when I struck Heightstown. I unloaded a schooner while doing so another shipwreck hove in sight. He come from Philadelphia bound for New York? I tell you misery likes company and we two start to drown our sorrows in George Eheret. I could have made Newark in time but when I lost my score at Winsor I did not care to finish I wanted perfect score or non at all. My newfound friend and I toke things easy and I made up for all the drinks I missed during the morning.

I went home by the way of Staten Island on the 8 o'clock boat when I landed in Harlem I was tiered and dirty but happy because I enjoyd the trip ever so much and I think you are all a nice bunch of fellows to ride with and when you have an other run like this one let me know and I will be with you. Better luck next time, and I will see that I, don't carry No. 13 in my pocket like I did this time, when I come home and dugg the junk out of my pockets and I found the envelope you gave me in the morning with my badge in. I feelt it was something in the envelope and sure nough there it was the HOODOO 13 no wonder I had bad luck? but say Mr. Post I will return it to you you can save it to nexttime and I will then wear it on my arm on the out side and not in my pocket.

Remember me to the boys

N.B. Let me know how many out of the 18 that finished.

Pity the Poor Push Cyclists

AT this time of the year the motorcyclist is busy tuning up his mount or fitting new accessories in preparation for finer weather. Similarly his push cycle brother takes his lifeless machine from its vaseline bath and prepares it for another series of pedal revolutions. Perhaps on his first ride the push cyclist is overtaken by a motorcyclist, who, with coat tails flying behind him, makes speedy work of the long gradient up which the poor pedaller is struggling.

Within his heart the toiler murmurs, "Lucky beggar! I wish I could get up this hill as easily as he does, but I wouldn't own one of those monsters for anything!" He doesn't go any deeper into the matter; he seems to prefer to keep one view.

Now, Mr. Push Cyclist, I would have a word with you. Did you ever seriously consider taking up motorcycling as a substitute for the old-fashioned method? No? Why not, pray? What! couldn't afford to buy a motorcycle, too difficult to manage, too noisy, too bumpy, too many accidents, too many breakdowns, too expensive to keep up, bad for the health! My dear friend, that's all humbug you're talking. Is it reasonable to suppose that 60,000 motorcyclists would endure the above allegations if they were true? I see you share the opinion of the man in the street, but, for your benefit, and for the benefit of those others in the same boat, I shall endeavor to show how entirely erroneous are the ideas, and at the same time point out the advantages motorcycling has over pedal cycling.

To deal first of all with the idea that a motorcycle is an expensive piece of machinery. It is true that a good motorcycle, suitable for a learner, can be purchased second hand for about £15—no more than the price of a high class pedal mount a few years ago. Some people dismiss from their mind the idea of purchasing a motorcycle, because they are of opinion that the first outlay will amount to £40 or £50. The writer commenced motorcycling on a £15 machine, and thoroughly enjoyed riding it.

With regard to learning—well, there is simply no learning required. Any one who has ridden an ordinary bicycle can ride a motorcycle in two minutes. After a preliminary acquaintance with the various levers on the stand in the backyard, a run on the road can be undertaken, and after half an hour the new convert will feel more at home than ever he did on his old push bicycle.

That the average motorcycle is noisy cannot be denied; but some makes have very efficient silencers, so it is really a question of choice. It may be mentioned that the noise of the exhaust is more audible to onlookers than to the rider on the machine.

The popular fallacy that the motorcycle is a bumpy conveyance is no doubt due to the rapid explosions giving the semblance of a series of bumps or vibrations. In reality the explosions of the engine in no way affect the rider, and with spring forks, large tires, and large saddle, travelling, even at very high speeds, is pleasurable—almost luxurious—on a good road. It is not going too far to state that the motorcycle is far more comfortable than its push brother.

It is absurd to suppose that a motorcycle is the frequent cause of accidents. Reference to statistics will prove that accidents *caused by* motorcycles are of very rare occurrence indeed, and infinitesimal when compared with those caused by other vehicles. A motorcycle is more amenable to control than any other road vehicle. Raising one lever and gently applying the brakes will bring a machine travelling at legal speed to a standstill in an incredibly short distance, so that the risk of an accident in that direction is considerably minimized. Of course, a stupid hen (and hens *are* stupid), a dog, or a nervous horse may cause a hasty dismount, but in ninety-nine cases out of one hundred it will be found that the accident was not caused by the motorcycle but the other party in the case, and accidents of this nature are just as liable to occur to the push cyclist as to the motorcyclist.—From a May, '08, issue of the *Motor Cycle*, London.

ENGLISH NOTES

By R. H. DAVIES

THERE are three principal topics of excitement in English motorcycling circles just now—the Tourist Trophy Race, in the Isle of Man, fixed for September 22, the fitness of eighty-pound motorbikes for general road work, and a fuss about disguised racing machines figuring as "standard tourist" mounts in hill climbs.

THE ISLE OF MAN RACE.

Both England and Ireland refuse permission for races on the open roads, but English riders are lucky in having a sporting little island close at hand with a separate government of its own, which annually closes its roads for a very sporting speed event. The course is only fifteen miles in length, but includes some rare climbing, as the mountains tower to 800 feet above sea level, and that very abruptly, and not without some particularly wicked bends. The course is covered ten times, and the basis of the race is a fuel limit. Last year the winner of the twin class averaged 37 m. p. h. with a consumption of eighty-seven miles to the gallon, while the successful single cylinder averaged thirty-eight, using one gallon per ninety-four miles. This year the conditions have been made a little more strenuous, as twins are only allowed one gallon per eighty miles, and singles one gallon per 100 miles. This restriction keeps the engines small enough for such a cornery road, and any one who goes too fast runs out of fuel before he can finish. The competing machines are standard pattern tourists, with the weight pared down to the vanishing point, and engines of extra high compression. It is a very difficult job to hit upon a carbureter adjustment which allows maximum speed compatible with having a few drops of spirit left at the winning post. Last year one single averaged 129 miles per gallon, but was too slow to win, and the same fate befell a twin which averaged 107 miles per gallon. Several others averaged well over forty miles an hour and emptied their tanks when almost in sight of home.

EIGHTY-POUND MOTORCYCLES.

There has been a regular boom in eighty-pound motorbikes in England this year, and they have sold largely among veteran riders of the pedal cycle who shirked the weight of an ordinary tourist mount. The three best known are the Moto-Rêve, Motosacoche and Douglas. The Moto-Rêve has a V engine, with a tiny Gianoli magneto, and a most ingenious little vaporizer about the size of an egg cup. It has scored well in twenty-four hour non-stops, and climbs the worst English hills without pedal assistance. The Motosacoche carries a complete engine set in a small metal frame bag, and if any trouble stumps the rider hopelessly, he just unscrews half a dozen winged nuts, sends the motor set home by mail, and pedals the rest of the machine along comfortably. It weighs no more than a heavy roadster bike. The Douglas looks a freak, but isn't one. It has a small horizontally opposed twin-cylinder engine, with a miniature magneto, and is in reality very powerful, developing 2¾-h., and being capable of taking a 180-pound man and his luggage anywhere. These three machines are in common use, both as local runabouts for commercial men, and also for leisurely touring at reduced speeds.

The trouble with machines of this make is that neither tires nor belts are quite up to their work. Push bike tires, with increased strength of fabric and tread, have been fitted, but quite a small pebble lying in the road will kink the rim clean through a tire of this size, and so two-inch tires are gradually being substituted. The belts suffer from the tiny engine pulley necessitated by a 6 or 7 to 1 gear, and so far only the 1¾-h. F. N. has conquered this difficulty, by using a large engine pulley driven off the crankshaft by a toothed reducing gear. These machines have a big future in England and on the Continent.

THE HILL-CLIMB SCANDAL.

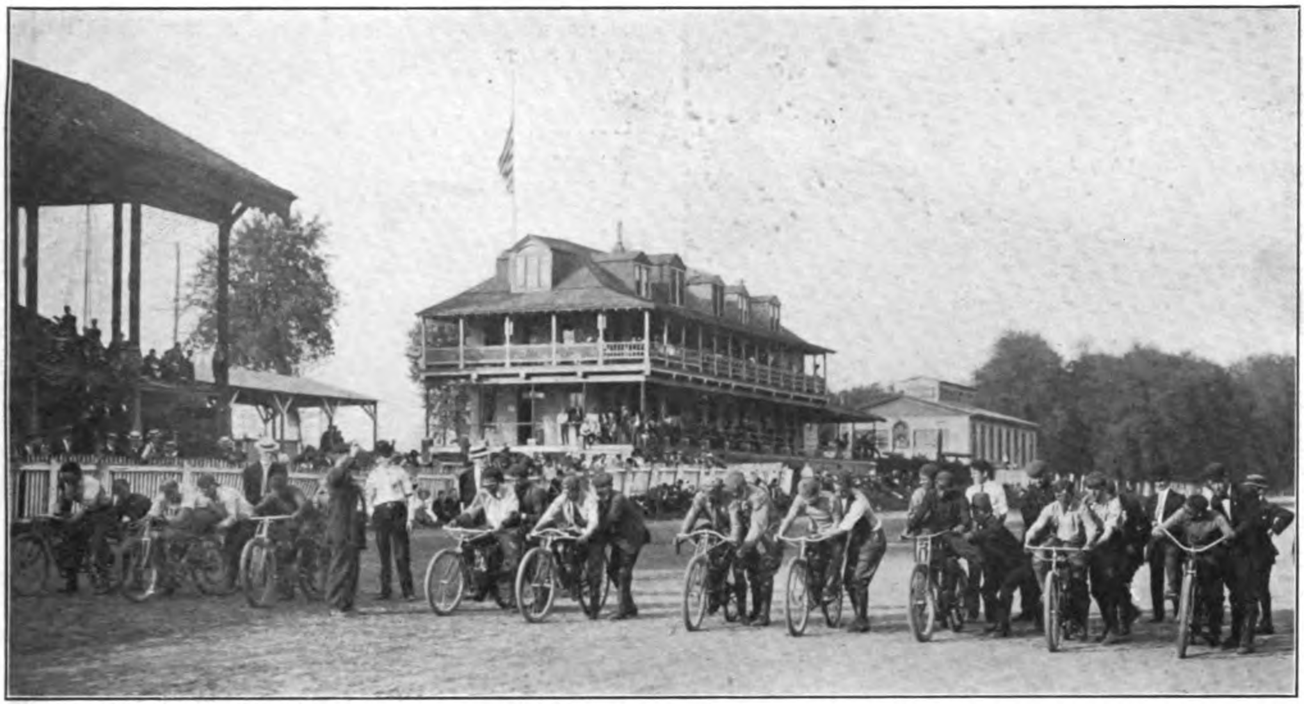
A year or two back one leading English firm tumbled to the notion that a big and inexpensive advertisement could be got by winning all the hill climbs, leaving the rest of the crowd badly beaten. So they evolved a special machine, which looked just like their standard tourist machines, and had the same bore and stroke. Under the enamel it concealed a lot of special fakements. The engine had about double the usual compression ratio, ball bearings to all shafts, and sundry minor fakes. For a time the wheeze worked very well indeed, and the boys used to turn out to see this machine scoop all the awards and beat the biggest twin cylinders to fits in a flying sprint up half a mile or so of stiff gradient. As time went on, the other firms somewhat tardily adopted the same dodge, and nowadays, in all the big hill climbs, the first eight or ten places in each class are almost always shared by trade riders steering machines which would not hold up long in ordinary work. In fact, at one hill climb this summer, three of the competing machines were little better than wornout wrecks at the finish, after a couple of ascents apiece.

The fun has waxed fast and furious, until even the single cylinders regularly managed the worst single figure gradients discoverable at speeds of forty and fifty odd miles and hour. Just now the British amateur is waking up, and asking why he should fork out a big entry fee for the privilege of invariably figuring at the very tail of the prize list, although his machine is perhaps the only one in the class which is strictly a "tourist" machine, as required by the entry schedule. There are wigs on the green at the moment, but the difficulty will probably be solved by the setting apart of a special class for these disguised racers, and by makers consenting to quote for these high-compression engines in their catalogues, so that the sporting amateur can invest freely. They cannot be sold as standard to the general public, as, owing to a very high compression, they need skilful handling and are apt to overheat on a long run. But they have taught the English manufacturer a good deal. The Triumph Company actually sent out an 84 x 86 engine the other day which beat twin cylinders, developing nine-brake horsepower in a mile sprint up a pretty easy hill.

THE one lone motorcycle race was the best feature of the whole list of athletic and sporting events run off during the fair week ending September 4, at Wausau, Wis. "It was thrilling and exciting," according to local reports, "because something out of the ordinary was expected to happen any moment." No accidents occurred, however, notwithstanding the track was a half-mile one, of dirt, with no banking. The race was at five miles and the participants were Tony Fehl, Frank Winkie, Edward Paff, George Dern and John Schwister, all on Harley-Davidson machines.

The contestants started at the 100-yard pole and were timed for the five miles from the grand stand wire. George Dern and John Schwister alternated for first place through the ten laps, Tony Fehl keeping a close third. Schwister had perfect control of his machine through the race and won with Dern a close second. Fehl finished about a quarter of a mile behind. Time, 7.48.

THE POINT BREEZE MEET



START OF TWENTY-FIVE-MILE OPEN.

THE newly organized Quaker City Motorcycle Club's race meet at the Point Breeze track, just outside Philadelphia, on August 29, while lacking the element of speed necessary to make new records, provided an interesting card of eight events that aroused considerable enthusiasm in the 2,000 spectators who journeyed to the mile circuit. The track itself was not in the best of condition for speed, and a stiff breeze blew across it, somewhat handicapping the machines and riders. Otherwise the day was ideal, and the meet was the most successful yet held in that city. Walter Goerke and Stanley T. Kellogg were the star performers, the only other rider to carry off first honors being J. Sheib, on a 6-h. N. S. U., in the three-mile novice for local riders. E. A. Shotwell, also on an N. S. U., took second place in the big race of the day—the twenty-five mile open—and captured third position in the ten-mile open. Shotwell tried also to lower the track record in the exhibition mile trials, but was beaten by Kellogg. In all the other events the Indians carried off the honors, Goerke securing two firsts and one second and Kellogg one first and one second.

The record for the track, 1.00 4-5, established last May by Kellogg, was in no danger. Though he did his best to break it, he was just three seconds too slow. The twenty-five-mile open was the most hotly contested battle, and furnished the best racing of the day. Kellogg and Goerke started off to make a runaway race of it, and Kellogg led the field of ten starters for fourteen miles in 16.20 1-5. Just as he finished the fourteenth mile a punctured tire put him out of the race, but Goerke took up the pace from this point, closely pressed by E. A. Shotwell. The latter rode a plucky race, and cut down the lead of a half mile steadily, until Goerke was forced to slacken up to take oil on his twenty-fourth mile, and Shotwell, with a great burst of speed, caught him and secured a slight lead. But Goerke cut loose again, caught Shotwell in the last half mile and beat him to the wire by about sixty yards. Valiant was more than a mile behind, leading Harry Felix by almost another mile, and they finished in the order named. L. Steinhauser stopped at twenty-four miles, and A. Colwell at twenty. Fred Voelker rode fifteen miles, a breakdown forcing him to pull up. E. T. Banes was the first to drop out, and A. G. Chapple suffered a spill after going one and one-quarter miles. Chapple's machine was pretty badly wrecked, but the rider escaped serious injury.

Goerke and Kellogg had the first ten-mile race almost to themselves, the former winning easily in 12.01 2-5, and the same pair led all the way in the second ten-mile event, which was substituted in place of the pursuit race. Kellogg opened up a big lead at the start, and was never in danger, while Goerke beat out Shotwell. The ten miles were covered in 10.59 3-5. Shotwell's chances in this event, as well as in the long race, were lessened by his lack of skill on the turns. He lost considerable ground at each turn, Kellogg and Goerke cutting close to the rail.

J. Sheib, riding a 6-h. N. S. U., captured the three-mile novice race handily from a field of six starters in 3.57 2-5, and J. W. Pinkham led all the way in the five-mile race for owners. Harry Klebes, on an Indian, won the Pennsylvania special of five miles in 6.39.

The meeting was skillfully managed by E. T. Banes, who, in addition to his other duties, managed to get fourth in the first ten-mile race, third in the owners' race, and third in the Pennsylvania special. The motorcycle police squad rendered efficient service, and no accidents were reported in the big crowd. Frank Shaw acted as starter. The summaries:

Event No. 1—Three-mile novice for local riders—Won by J. Sheib, 6-h. N. S. U.; second, Harry Felix, 3½-h. R-S; third, John W. Pinkham, 5-h. Indian; fourth, Alvah R. Weiss, 5-h. Indian; fifth, J. Rosa, 6-h. R-S; sixth, John J. Keating, 3½-h. Harley-Davidson. Time, 3.57 2-5.

Event No. 2—Ten miles, 30½ cu. in. displacement—Won by Walter Goerke, 4-h. Indian; second, E. T. Kellogg, 4-h. Indian; third, L. Steinhauser, 3½-h. Bradley; fourth, E. T. Banes, 4-h. R-S. Time, 12.01 2-5. Fastest mile by Goerke, 1.06. Alex. Klein, F. L. Valiant, L. Steinhauser, A. Colwell and A. J. Chapple also started.

A GROUP OF STARS.

1. E. T. Banes.
2. Walter Goerke.
3. Stanley T. Kellogg.
4. Harry Klebes.
5. Alexander Klein.
6. Frank Shaw.
7. John W. Pinkham.

Event No. 3—Five miles, for private owners, open to local riders only—Won by J. W. Pinkham, 5-h. Indian; second, Harry Felix, 3½-h. Harley Davidson; third, E. T. Banes, 3-h. R-S; fourth, Alonzo Colwell, 3-h. Curtiss. Time, 6.39. Fastest mile by Pinkham, 1.17 1-5. J. J. Keating and J. Rosa also started.

Event No. 4—One mile, motor-paced bicycle exhibition to establish record for this track—W. R. Straud of Straud Wheelmen. Time, 1.59 3-5.

Event No. 5—Ten miles, open, substituted for the pursuit race—Won by Stanley T. Kellogg, 5-h. Indian; second, Walter Goerke, 5-h. Indian; third, E. A. Shotwell, 7-h. N. S. U. Time, 10.59 3-5. Fastest mile by Kellogg, 1.05. F. L. Valiant also started.

Time by miles:

1	1.13 3-5	Goerke.	6	6.38 4-5	Kellogg.
2	2.18 3-5	Kellogg.	7	7.43 3-5	“
3	3.23 3-5	“	8	8.49	“
4	4.28 2-5	“	9	9.54 1-5	“
5	5.33 4-5	“	10	10.59 3-5	“

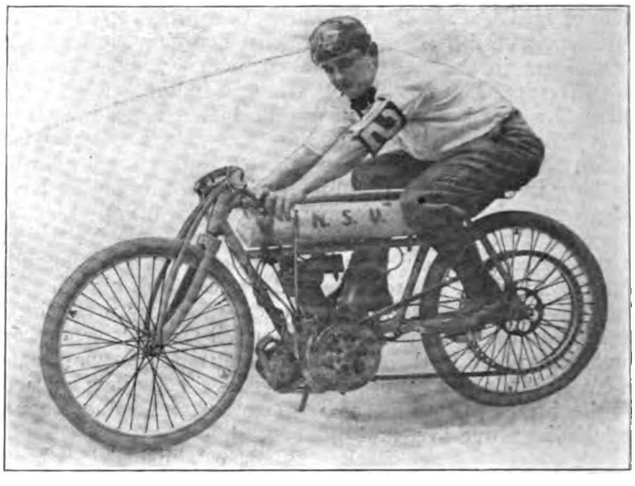
Event No. 6—Five miles, Pennsylvania special; open to Pennsylvania riders only—Won by Harry Klebes, 2¾-h. Indian; second, Alex Klein, 3-h. R-S; third, E. T. Banes, 3-h. R-S; fourth, Frank D. Shomo, 3-h. Light. Time, 6.39.

Event No. 7—Twenty-five miles, open—Won by **Walter** Goerke, 5-h. Indian; second, E. A. Shotwell, 7-h. N. S. U.; third, F. Valiant, 6-h. R-S; fourth, Harry Felix, 3½-h. Harley-Davidson. Time, 30.21 2-5. Fastest **mile, the** twelfth, 1.05 3-5, by Kellogg. Fred Voelker, E. T. **Banes**, A. G. Chapple also started.

Time by miles:

Miles.	*Mile.*	*Total.*	*Leader.*
1	1.15 4-5	1.15 4-5	Kellogg.
2	1.10 4-5	2.26 3-5	“
3	1.09 1-5	3.35 4-5	“
4	1.08 1-5	4.44	“
5	1.10 3-5	5.54 3-5	“
6	1.09	7.03 3-5	“
7	1.08 1-5	8.11 4-5	“
8	1.10 4-5	9.22 3-5	“
9	1.08 1-5	10.33 4-5	“
10	1.10 2-5	11.41 1-5	“
11	1.08 1-5	12.49 2-5	“
12	1.05 3-5	13.55	“
13	1.16	15.11	“
14	1.09 1-5	16.20 1-5	“
15	1.26 2-5	17.46 3-5	Goerke.
16	1.16 3-5	19.03 1-5	“
17	1.16 4-5	20.20	“
18	1.18 3-5	21.38 3-5	“
19	1.12 1-5	22.50 4-5	“
20	1.10 1-5	24.01	“
21	1.13	25.14	“
22	1.15	26.29	“
23	1.16	27.45	“
24	1.21	29.06 4-5	“
25	1.14 3-5	30.21 2-5	“

Event No. 8—One mile, trials against track record of 1.00 4-5, held by Stanley T. Kellogg—Trial by Kellogg, 7-h. Indian, 1.03 4-5. Trial by E. A. Shotwell, 7-h. N. S. U. 1.12 3-5



ED SHOTWELL, ON THE NEW 7-H. N. S. U.

THE motorcycle races held at the Wheaton, Ill., county fair grounds on August 25 to 29, inclusive, provided honors and glory to spare for all participants. Freddy Huyck had things coming all his own way during the first two days, but Harvey Bernard made things hum in the closing events. Thomas Champay also won a first place in the 20.10 cu. in. displacement class. On August 25, Tuesday, Huyck, on his Indian, won in the 20.10 cu. in. class, at five miles, in 5.42½, with Galitzki, on a Thor, second, and Champay, on a Torpedo, third. In the 30.50 cu. in. class, ten miles, Huyck also won. Time, 11.08½. Van Sickle, Indian, was second and J. A. Turner, on a Merkle, captured third place. On Wednesday, the 26th, Huyck took both the five and ten-mile events, the first in the 30.50 cu. in. and the second in the 61 cu. in. class. His times were 5.30 and 10.50, respectively. Thomas Champay, Torpedo, won the five-mile 20.10 cu. in. class on Thursday, the 27th, in 6.51, and Huyck won the 61 cu. in. class in 5.25. Bernard, on a Harley-Davidson, cleaned up on Friday and Saturday. He led Huyck across the tape in the five-mile 30.50 cu. in. class, covering the distance in 5.33. Huyck was also forced to take Bernard's dust in the 61 cu. in. class at the same distance, and in the ten-mile match on the closing day of the fair. The time for the five-mile event was 5.32, and in the ten-mile match, 12.20, the fastest mile being 1.08.

Around Berlin

THE "Round Berlin" motorcycle contest, held under the auspices of the German Cycling Federation during the latter part of August, was a fuel consumption test, the awards being based on the weight propelled divided by the quantity of gasoline or benzol consumed. The course, as the title indicates, was a circuitous one of about 144½ miles in the neighborhood of Berlin, starting and finishing near Potsdam. Thirty competitors took part, divided into three classes—Class I, tricars; Class II, motorcycles over 2-h., and Class III, motorcycles under 2-h. Among the different makes which competed were F. N., Phanomobil, Magnet, Goricke, Durkopp, Laurin and Klement, N. S. U., Wanderer, Progress, Brannabor, Phanomen and Motosacoche.

The winner of Class I (tricars) was the driver of an F. N. He occupied 9 hrs. 11 min., the total weight carried was 288¼ kilogrammes and the consumption 8 litres.

Class II was won by W. Thiede on a 3-h. Goricke. Time occupied, 8 hrs. 51 min.; total weight carried 198 kilogrammes; consumption, 5.9 litres. In the same class the highest consumption was 12½ litres; time, 6 hrs. 53 min.; total weight, 162 kilogrammes. This competitor evidently was only out for speed, as he made the fastest time and consumed more fuel than any one else, with the exception of one of the tricar entrants, whose petrol bill was 19 litres.

Class III.—With the exception of one F. N. and one privately built machine, Class III was represented by five Motosacoche machines, one of which won. The winner's time was 9 hrs. 21 min.; consumption, 3¾ litres; weight, 124 kilogrammes.

This is equal to a total weight of 2 cwts. 2 qrs. 20 lbs. propelled 144½ miles, with a consumption of 6¾ pints, or, roughly, twenty-one miles to a pint. In comparison with the best record in this country the above figures are interesting. In the F. A. M. annual economy contest Walter Davidson drove his 3½-h. Harley-Davidson machine fifty miles on 1 qt. 1 oz. of gasoline, or nearly twenty-five miles on one pint. The total weight of machine and rider was nearer 300 pounds than 200, and his engine was 3½-h.. while that of the Motosacoche is only one-half this size.

Motorcycles Now Admittedly Reliable

The once prevalent idea that a motorcycle is unreliable is, fortunately, dying out. It was true of all motor propelled vehicles, years ago, but experience teaches, and the motorcycle of to-day is as perfect a piece of engineering as the world may hope to see for some time. A rider may occasionally be seen dismounted, with his machine on the stand, but it will generally be found to be due to some trifle which is put right in a couple of minutes. The reliability of the motorcycle is becoming phenomenal, as the numerous long distance trials throughout the country will testify.

With regard to running expenses, practically every user of present day machines agrees that a motorcycle is wonderfully economical in running cost. One hundred miles for 1s. 9d. (43 cents) is regularly covered by riders of moderate powered machines.

Regarding the health point of view there are hundreds of doctors who use motorcycles regularly, which speaks for itself. Many have given it as their opinion that, far from having any deleterious effect, motorcycling improves the system. The rapid, exhilarating motion refreshes and invigorates the whole body. The prevailing delusions having now been disposed of it only remains to state some of the advantages which motorcycling possesses over all other forms of locomotion. To those living in towns it is an inestimable boon, as it enables them to reach the open country and the pure, fresh air in a minimum of time with a maximum of ease. It enables all of us to go long distances to penetrate into all corners of our tight little island. It enables us to see a large amount of beautiful Britain which we would otherwise be unable to see. Rudyard Kipling has said "*that* is the real joy of motoring—the exploration of this amazing England. It is a land full of stupefying marvels and mysteries."—Diomed, in London *Motor Cycle*.

News of Bunker and King

AGREEABLE to his promise, Mr. Bunker is furnishing us with daily reports of the motorcycle trip of himself and Dr. King, Jr., which has already aroused no end of enthusiasm both here and in cities that they have already toured and experienced difficulty in breaking away from because of the persistent hospitality of the municipalities visited and by people of note therein. It is unnecessary to enlarge or dwell upon the brief but expressive messages sent by wire and through the mails.

Milwaukee—

Here at last. Large concourse of people to meet us mile west of Soldier's Home—Dave Rose among 'em. Dined twice with Dave; Schlitz and Pabst at same table with us. Great men, S. and P. They and Val Blatz must own pretty near everything in this blooming burg; we see their sign on nearly all the buildings. We were interviewed here. Doc told scribe we had left Grand Forks, N. D., morning of that day. B.

Chicago—

Met at city limits and escorted to Annex by Fritz Busse and Tom Dunn, present and past high moguls. Will tell you all about speeches made on our return. Doc still sticks to Grand Forks story. Made brief stop at Racine, Kenosha and Dowie town. Saw Volliva, bought couple of gallons of wheel dope of prophet and offered him a nickel for the cause. Said he was going to try a canned sermon on the flock Sunday. Great town, Chicago—larger than Hudson and Lakeland combined. Big man Busse. Doc hit it right when he remarked that if he bought a suit of tailormades at Hudson, his measure would have to be taken on the street. B.

Indianapolis—

Great ovation here. Little out of our way, but wanted to see Whitcomb Riley and Johnny Kern, Billy Bryan's running mate. Whit is the same old chip that flew off the wheel at Hudson years ago with Bill Nye. He didn't know me until I old him I was—well, I won't tell you who. Doc dropped the Grand Forks story at Evansville and hails from Wyocena, Wis., now. Kern is a good sort of chap; but, as Doc suggested to him, he is awfully in need of a closer shave than he will get this fall. B.

Poor Compression

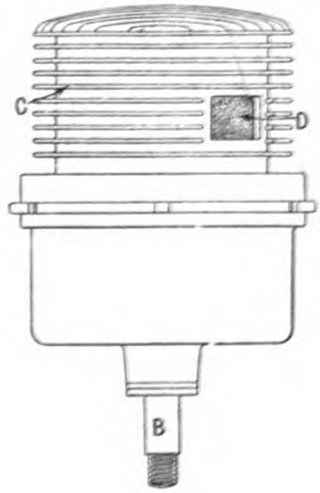
THAT poor compression may lessen a motor's power at high speed running without giving evidence of its existence when the engine is turned over slowly, occasionally presents a very baffling and elusive source of trouble. Such a situation is brought about by too weak a spring on the inlet valve, if it be of the automatic type. When the engine is running fast, the valve does not snap back to its seat quickly enough after the suction stroke and part of the charge being compressed is blown back into the induction pipe toward the carbureter, thus greatly weakening the compression. The fact that there may be no leakage past the piston, and that the valves may seat perfectly, sometimes makes the location of the difficulty a problem calculated to "stump" the wisest.

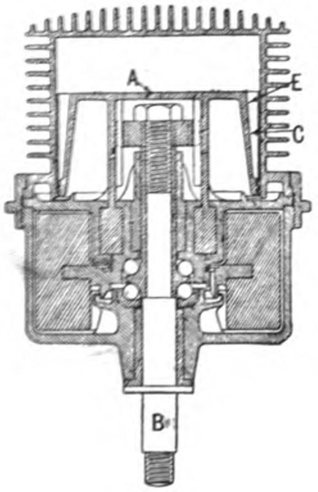
IF You want to sell your machine advertise it in the Motorcycle Mart, Two Cents a Word.

WITH THE BRITISH

An Interesting Engine

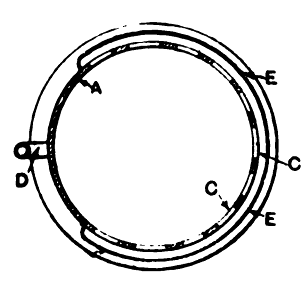
IN this very interesting high-speed engine, the piston, A, reciprocates and also rotates. The rotation is transmitted to the driving shaft, and the piston, A, in its rotation, acts as a piston valve, uncovering ports in the cylinder C, one of which, D, is shown in one of the drawings. This port, D, happens to be the inlet port. As will be seen, the piston is conical, and carries a loose ring, E, attached to the bottom of the piston, this ring being forced outward by the gas pressures, so that a tight joint is made in the cylinder without the use of piston rings. Cam mechanism of a somewhat difficult nature to describe is employed to transmit the rotation of the piston to the driving shaft. A complete description of the engine cannot be given within the limits of a paragraph, but when it is stated that the engine is the joint invention of Peugeot Frères and Jules Gobiet, it can be taken that the construction is of great interest. Its external appearance can be gathered from one of the illustrations to be quite as extraordinary as its operation. It is, of course, understood that it is the inventors' intention to make the engine revolve at a very high number of revolutions per minute.

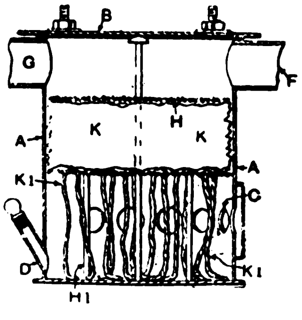




An Air Filter

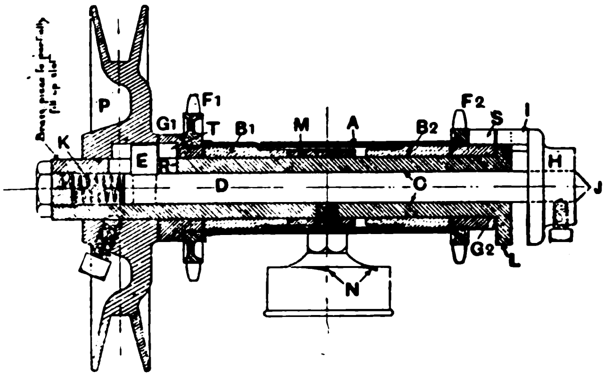
A MOISTENED pad of absorbent material is the intercepting medium. A casing, A, having a removable cover, B, is provided with air inlet apertures, C, located at a distance above the base of the casing. D is a supply pipe fitted with a cap for the admission of a supply of liquid to the base of the casing. The air inlet apertures, C, are protected with a covering of fine gauze, E. At the head of the casing two outlet ways, F and G, are provided—one for connection with a carbureter, the other for connection with a source from which extra air may be drawn as required. Within the casing a frame, H, is provided, consisting of two grids, between which a pad of absorbent material, K, is inserted. The frame is supported upon legs, H_1, which rest on the base of the casing, and is fitted with capillary feeders, K_1, which may consist of threads depending to the base of the casing, for conveying liquid to the material, K, by capillary action, so as to keep the material moist. The construction permits the frame, H, and associated parts to be readily removed for cleaning when the cover of the casing is taken off. Absorbent materials of various kinds may be used, but the use of sponge is particularly efficient.





A Simple Two-speed Gear

AS will be seen from the illustrations, a secondary shaft is driven by a V belt from the motor, upon which are mounted two toothed pinions which transfer the power to the back wheel through chains. Pedals are done away with, and in their place is journalled the secondary shaft, C, in gun metal bearing, B_1 B_2; this shaft is hollow, being 1 inch in diameter, and contains a ½-inch rod, D, to which is riveted the hardened steel piece, E, ¼ inch thick. With the movement of the rod this piece is free to slide in a slot cut in the shaft, C, from the end to the shoulder, R. The two pinions, F_1, F_2, are mounted on steel bosses, G_1 and G_2, respectively; G_1 has a circumferential slot, T, cut in it about 1 inch long, and G_2 carries a tooth, S. H is a steel collar secured, as shown, to the rod, D, a tooth, I, projecting from it so as to engage with the tooth, S.



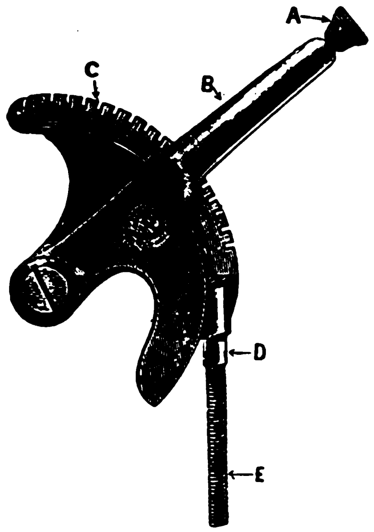
The drawing shows the gear in the free position, it being held thus by the change-speed lever pressing against the hardened steel point, J. To connect up the high gear, the pressure is released from the point, J, when the spring, K, pushes the rod, D, outward, so that the piece, E, is forced into the slot, T, contained in the high-gear pinion, F_1. To put the low gear in, pressure is brought to bear on the point, J, forcing the rod, D, inwards against the pressure of the spring, K, thus releasing the piece, E, from the pinion, F_2, and bringing the tooth, I, into contact with the tooth, S, on pinion, F_2.

The shaft, C, has a flange, L, which is cut away at one part to allow the tooth, I, to pass through it and engage with the pinion, F_2, so that the rod, D, has no torsional stress upon it. The collar, M, is to take up the slight end pressure on the shaft due to the weak spring, K. N is a lubricator with notches, N, filed in the upper edge of the cup, into which a flat spring engages, making it impossible for the cup to shake off.

After using the gear some time, it is impossible to change up unless the engine is running at a certain speed, owing to the weakness of the spring, K; this acts as a safety device, and makes the gear absolutely foolproof without the aid of a clutch, which is not at all necessary.

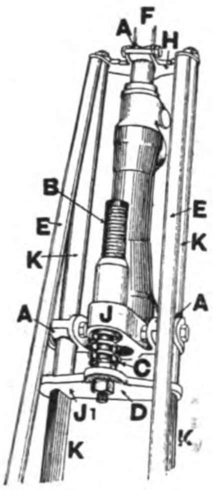
INVENTORS AND IMPROVERS

A Hand Lever



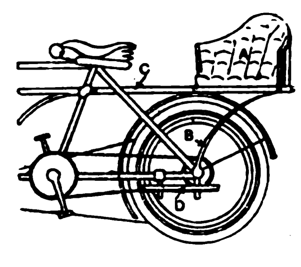
THE "sector" or quadrant lever is a form of hand lever which is found specially suited to many systems of motor driving, many tricar owners having a special predilection for this type in preference to any other where it can conveniently be used. Hitherto there has been nothing on the market specially adapted for use in connection with the Bowden wire mechanism, and to remedy this the E. M. Bowden's Patents Syndicate, Limited, have introduced the pattern illustrated here. It is supplied for either right or left side, and, like all levers operating the Bowden wire, can be placed practically anywhere on a machine within reach of the driver's hand. A is a milled knob operating a pawl, which with its return spring are concealed in the stem, B. The pawl engages with the rack, C, and is released by pulling the milled knob, A. E and D represent respectively the Bowden wire and its "stop."

A Neat Spring Fork



A SPRING fork is an article which should be standard on every motorcycle, and numerous are the ideas that have been patented to obtain that elasticity and ease of running on rough ground which is essential to the comfort of the rider. One of the latest devices, patented in England, is shown herewith. The wheel is held in a rigid fork, and brakes and girder forks can easily be fitted, as a vertical movement only of the wheel is allowed. Reference to the illustration shows three guide plates, H, J and J_1. Two of these plates are fitted with rollers, A A A, which bear against the extensions of the fork blades, K K, and the handlebar stem, F. The coil springs, B and C, are centrally applied, and control both up and down movements of the wheel.

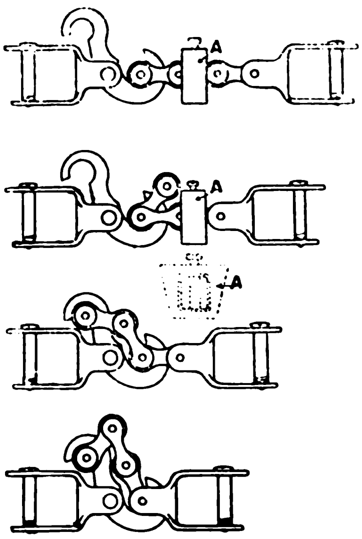
A Passenger Attachment



THE seat, A, is provided for this purpose, and is mounted over the back wheel. It is provided with supports, B, on both sides of the road wheel, and a connecting bar, C. A platform or footrest, D, is also provided, so that the occupant is fairly comfortably carried.

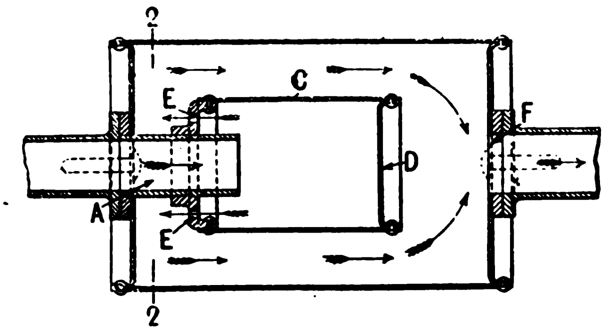
A Flexible Belt Fastener

NOW that adjustable pulleys are so popular, any accessory which will tend to facilitate their use will be heartily welcome. As will be seen from the accompanying illustrations, the belt fastener has a flexible connection composed of a small piece of roller chain, giving four distinct adjustments, such as may be desired when the adjustable pulley gives a difference in the gear ratios of, say, from three and a half to six to one. The fibre block, A, is connected to a section of the chain, and when the fastener is extended to its fullest length serves to steady it as it passes round the pulley and prevents it from slipping. The illustrations are self-explanatory.



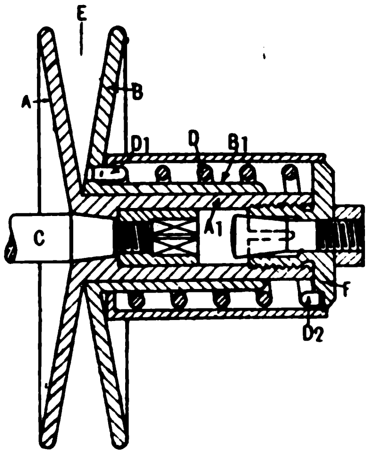
An Efficient Muffler

THE exhaust is led through the pipe, A, into the pot, C. The outlet holes, E, allow the gas to pass into the outer chamber, whence they issue by the pipe, F. The inventor states that by making the holes, E, at the same end of the pot, C, as the inlet pipe, A, high efficiency is obtained.



A Special Lever

THE movable flange, B, slides upon the hub, A_1, of the fixed flange. This hub, A_1, has a stationary disc, F, screwed into it, and to this is attached one end of a coil spring, D, the other end of which is attached at D, to the movable pulley flange. Thus the two flanges are connected together by a helical spring, and relative rotation is prevented.



THE LOS ANGELES MOTORCYCLE CLUB.

WITH THE CLUBS

PHILADELPHIA, Pa., now has two motorcycling organizations, one of which, the Philadelphia Motorcycle Club, has been in existence about five years, and the other, the Quaker City Motorcycle Club, is only a month and a half old. It was the latter organization that pulled off the successful race meet at the Point Breeze track three weeks ago, and plans are now under way for a 200-mile race on this track, to be held on October 10, together with some shorter events. As soon as F. A. M. sanction is secured the details will be announced.

The Quaker City Club was organized on August 1, and its officers are: A. E. Irelan, president; W. Ellershaw, vice-president; E. T. Banes, secretary and treasurer; Alexander Klein, captain; C. D. Feiler, color bearer; H. Saunders, photographer.

The present membership of the club is: H. Harman, William Augustine, H. Felix, M. C. Slifer, H. B. Shay, C. V. Stahl, W. Wright, C. Seeger, H. Ringe, E. Wurbach, A. Jessen, D. Hildreth, W. G. Rhodes, C. Clark, J. Wunsch, W. Scott, N. Smith, W. Murray, S. Whipple.

WITH the end of the season for club runs drawing near, Worcester (Mass.) club members are turning their attention to the competition for the prizes offered for members making the best score in the club runs of the season. The main prize is a cup, to be won two years before it becomes the property of a member.

A system of scoring was adopted by the club before the runs started, a certificate being given to competitors. A first class certificate scoring a point is given to every member in a club run who starts with the party and finishes under his own engine power within a half hour after the officer in charge of the run at the finish. A second class certificate on which a half point is scored is given to every member starting on a run who does not finish in accordance with the regulations prescribed for the obtaining of a first class certificate.

L. J. Vaudreuil leads in points, and looks like a sure winner of the cup for this season. He has scored 10 points in 11 runs, 9 first class certificates and 2 second class. He has made the highest total possible, as in the runs on which he received second class certificates no first class certificates were given out. One of the runs was the first run of the season, to Concord. The club captain, Lincoln Holland, Jr., did not lead the party on that run, and the members got separated in Concord. There being no official record of their return to Worcester on their machines, it was finally decided to give all members participating second class certificates.

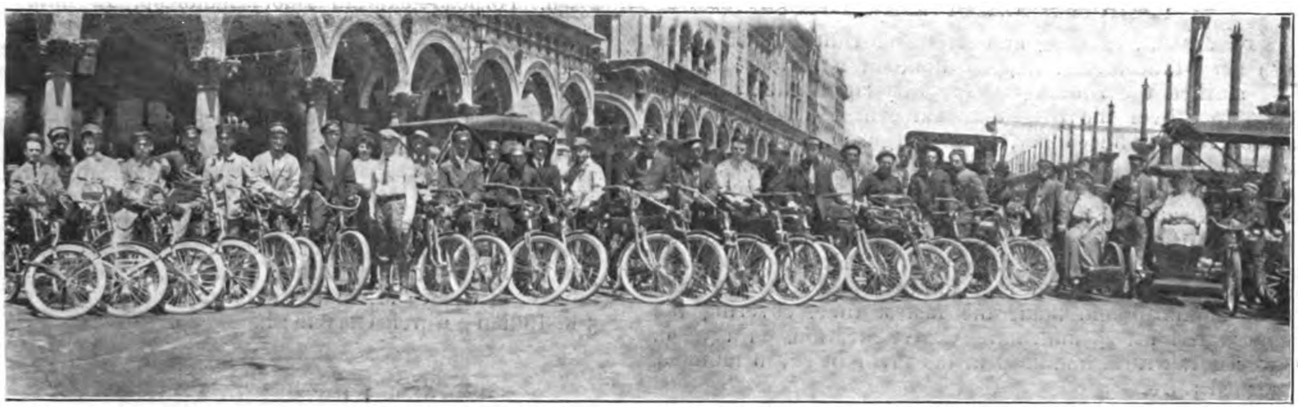
The other run, on which Mr. Vaudreuil got a second class certificate, was on a run to Providence. It rained hard while the members were in Providence, making it impossible for them to return on their wheels. Lincoln Holland, Jr., is second in the list with 8 points. He missed two chances to score, being out of Worcester when two runs took place. On the July 4 run he gave up on account of an injury to another rider's machine, which Mr. Holland fixed up.

W. H. Tannebring would be making a hot race with Mr. Vaudreuil had he been a member of the club when the series of runs was started. Four of the runs had taken place before Mr. Tannebring joined the club. Since joining he has made a perfect score, getting 7 points in seven runs. H. F. Thurston, lieutenant, is tied with him with 7 points. N. L. Perron has 7½ points, but there may be a revision of his score, as he didn't start with the club on one or more runs, meeting the members on the road. As the rules call for a start at a specified time his points in those runs may be deducted from his score.

The other point winners thus far are: A. P. Knight, 5½, L. R. Carron 4, Warren Fish 3½, T. H. Labarre 3, G. F. Clark 2½, H. L. Long 2½, I. E. Coombs 2½, Walter Hildreth 2½, E. R. Wentworth 2½, C. M. Brown 2, W. E. Hyde 2, W. H. Kirk 2, J. W. Macafeel 1, G. E. Hoyle 1, C. E. Drake 1, Lincoln Holland 1, F. A. Brooks ½, Howard Clark ½, A. Carison ½, H. E. Davis ½, and E. R. Creamer 2½.

CLEVELAND, O., now has its club of local riders, starting off its organization with a membership of twenty-five. The present officers are A. M. Hannaford, president; C. R. Cannon, vice-president; C. W. Shulters, secretary; Gus Burri, treasurer, and L. J. Mueller, road captain. The first meeting took place on Wednesday, Aug. 19th, and much enthusiasm was shown. There are some 125 active riders in the city, and the club, which has adopted the name "Cleveland Motorcycle Club," will carry on a campaign with its object to enroll them all and make the organization a strong and representative one. On the first of the weekly club runs, starting from Capt. L. J. Mueller's place on Woodland Ave., Sunday, Aug. 23d, twenty riders took part.

PLANS are under way to organize a club of the local riders in Springfield, Mo. On Sunday, August 23, twenty-six motorcyclists arranged themselves in front of the Wichita Bicycle and Sporting Goods Company's store and were photographed. After riding around the city for two hours, they were the guests of the company for dinner. It had been the intention to perfect an organiaztion of a club, but this was deferred two weeks. The interest in this mode of outdoor exercise is growing and there will be about fifty members in the new club.



ON A SUNDAY RUN.

NEW HOUR WORLD'S RECORD

UNPARALLELED in the history of motorcycle racing, the meet of the Los Angeles Motorcycle Club, held at the Agricultural Park track in that city on Admission Day, September 9, broke thirty-one world's competition records and established eight new ones. It was in the last event of the day, a one-hour race, that the trick was turned, two local amateurs accomplishing the feat between them. Raymond Seymour, riding an H. & H. machine, led the field of thirteen starters and made the first new record by doing ten miles in 10.29 from a standing start. He completed twenty miles in 20.51, twenty-one miles in 21.51, and twenty-two miles in 22.54, all new records. At this point in the race he was passed by Howard Shafer, riding a twin-cylinder Thor.

Shafer was never headed and broke every world's records from twenty-three miles to forty-eight miles, established a new record for the remaining miles up to fifty-six and broke by a large margin the world's record for one hour, riding fifty-six miles, 600 yards in sixty minutes.

John F. Derkum, brother of "Dare Devil" Paul Derkum, the Pacific Coast professional champion, went through the outside fence while practicing. He died in the hospital. His brother left his bedside before he died to go to the track and ride before the impatient crowd. White-faced and sobbing, Paul Derkum rode an exhibition mile, covering a quarter mile in thirteen seconds. He was lifted from his machine to be told that his brother had died.

THE motorcycle race meet promoted by local managers at the Beloit (Wis.) fair grounds on Labor Day, September 7, was a complete fizzle, so much so that the audience left in disguest after the police had been called in to quell the small riot which was started. The track was in terrible condition, covered by two to four inches of dust and sand and full of holes. So bad was it that several riders, after taking a look at it, refused to uncrate their machines. The riders are held blameless, as they had their machines ready and were prepared to go on, but it was courting death to do so. The first race was called and six riders responded. After riding a few laps the sand and grit so clogged the machines that only three of them could finish. Three starters lined up for the next event, only one of whom was able to get his machine over the line. The summaries:

Ten miles, single-cylinder machines—Harvey Bernard, Harley-Davidson, first; Fred Huyck, Indian, second; C. W. Van Sickle, Indian, third. Time, 16.05½.

Five miles, doubles and singles both entered—Oakley Fisher, Harley-Davidson, first. Time, 8.43½.

AT the meet held on the Bennings race track, near Washington, D. C., on Labor Day, honors were fairly divided among the Indian, Merkel, R-S and Thor riders, with the Indians just a trifle ahead, capturing first places in two events. The track was heavy at the turns, but in better condition than in the previous races held at Bennings this season.

Thirteen starters lined up for the first race. M. Mangold, on an Indian, finished in the lead in the fast time of 13 min. 34 secs. Pushing him all the way, and riding a spectacular race, was W. B. Genella, Jr., on a Merkel.

Mangold chalked up another victory in the fifteen-mile handicap, when, under an impost of twenty seconds, he beat out eighteen starters. Second was D. E. Knight on an R-S. Knight made the fastest time of the day for a mile, covering that distance in 1 min. 17 secs. He rode a classy race and was well among the leaders at all stages.

The twenty-five-mile grind was captured by George W. Beall, riding a Thor, against a field of sixteen starters. Beall had things all his own way, his 3-h. machine running beautifully. Malcolm Gettinger, on an Indian, finished second.

THE race meet held at the Agricultural Park track in Los Angeles, Cal., on September 7, was brought to an abrupt close when Charles Balke, riding at a mile a minute clip, ran into and instantly killed a seven-year-old boy who had rushed out on the track with a crowd of older enthusiasts. Balke was so seriously injured that he may not be able to ride again. Following a mile race between Derkum and Breese, which was done in 58 seconds flat, a crowd of the spectators rushed onto the track to congratulate the riders, and the boy, taking advantage of the excitement, climbed over the fence and started across toward the enclosure. Balke and his competitors came down the stretch, Balke next the rail, and when he hit the lad the machine turned a complete somersault and hurled its rider through the air. There were forty competitors in the race that ended with the fatality. The other events were called off.

ON Saturday afternoon, September 5, one ten-mile and one five-mile motorcycle race was run in conjunction with the automobile races at the Minneapolis (Minn.) State Fair grounds. The ten-mile free for all, stock machines, was won by Fred S. Haas, Indian; Thomas Bird, Merkel, second; R. S. Porter, Indian, third. Time, 13.49. The five-mile event went to Walter Davidson, Harley-Davidson; C. W. Van Sickle, Indian, was second. Time, 5.15.

Denver's Labor Day Meet

BIG crowds, exciting and strenuous riding and a number of accidents, happily none of a serious nature, marked the running of the fifty-eight-mile handicap road race over the Brighton course at Denver, Col., on Labor Day. The winner, C. E. Ferguson, on an Apache, after partaking of a spill which injured his hand, gamely continued the race and managed to cross the tape in the lead, covering the four laps in 1 hr. 28 min. 25 secs. He was given an eight minutes and thirty seconds handicap. Second place was captured by George Michel, on a 3½-h. Indian. He was given four minutes and forty-five seconds handicap and made the fastest time, covering the course in 1 hr. 25 min. flat. C. W. Stratton, on a 3½-h. Excelsior, with a handicap in his favor of seven minutes, finished third.

Under the rules of the race the first man to finish was given first place, and the man who made the fastest actual time was recognized as second man. Owing to confusion resulting from the numbers on the riders' backs being displaced, time was not secured in several cases, and the order of the finish after the third man is not known.

Three accidents, none of them serious, and delays by trains at the railroad crossings were the only untoward incidents. Ferguson was delayed on his third lap three minutes by a freight train. The engineer appeared interested in the scenery and made no haste to get his fifty-four-car train over the crossing. After covering three miles of his first lap, Ferguson, in rounding a slight turn in the road, was thrown by the machine skidding, and he landed in the bushes by the roadside. His right thumb was badly crushed, and he was otherwise shaken up. He gamely remounted his machine and was the first man to cross the tape, being followed closely by Michel, who captured the time record.

While on his second lap, passing Hazeltine, E. W. Armstrong, riding an Excelsior, was thrown over his handlebars by a piece of wire which caught in the wheel, ripping nearly all the spokes out before he could bring the machine to a stop. He was thrown fully twenty-five feet and obliged to leave the race, as he was severely bruised. C. M. Clark, driving a 6-h. N. S. U., just before crossing the Burlington track on his second lap, was thrown violently to the ground, and he was obliged to give up the race.

The crowd started to fill the stretch between the railroad track and the judges' stand early in the morning. When the starters announced that they were ready, 2,000 people were assembled along the edge of the road. The crowd rapidly increased, and before the race was over had grown to about 10,000.

The riders all secured a first class start. They shot away from the tape, and with the exception of the mishaps mentioned, the machines stood the hour and a half grilling in splendid shape. The entry list was in two instances scratched. The scratch man, G. R. Boyd, who was to have ridden a 5-h. Indian, broke the gear of his machine while practicing and was unable to start. W. E. Cohagan met with an accident while riding a tryout and sustained a dislocated shoulder, which put him on the sick list. The remaining ten machines left the judges' stand in the order of their handicap. Harold Boot started twelve minutes and thirty seconds in advance of the scratch man, and the others strung along. Burch Gaskin, on a 5-h. Indian, started from scratch, although he was originally given a slight handicap over Boyd, who did not start.

The course was only in fair condition. The riders were in many places obliged to reduce their speed and at the railroad crossing the sand was deep and materially reduced the possible time over this section of the course.

The entries and handicaps were as follows:

Fifty-eight miles, motorcycle race, four laps of fourteen and one-half miles course.

2¼-h. Torpedo—Harold Boot; handicap, 12 min. 30 secs.
1¾-h. Indian—Arlo Aleshire; handicap, 9 min. 45 secs.
2¾-h. Apache—C. E. Ferguson; handicap, 8 min. 30 secs.
3¼-h. Excelsior—A. W. Stratton; handicap, 7 min. 15 secs.
3¼-h. Excelsior—E. W. Armstrong; handicap, 7 min. 15 secs.
3½-h. Indian—George Michel; handicap, 4 min. 45 secs.
5-h. Apache—A. S. Margason; handicap, 2 min. 35 secs.
5-h. N. S. U.—Clyde Hanna; handicap, 1 min. 55 secs.
6-h. N. S. U.—C. M. Clark; handicap, 1 min. 45 secs.
5-h. Indian—Burch Glaskin; handicap, 30 secs.

Capitol Club's Hill Climb

FIRST honors in the hill-climbing contest held by the National Capitol Motorcycle Club of Washington, D. C., on Saturday, September 5, went to George Frankel, riding an R-S twin, who captured two out of the three events. The event was a club affair, and the first of its kind held in that part of the country. A large number of spectators lined the course, which was a climb of one and one-tenth miles up a double hill—that is, one-half mile grade, followed by a short drop and a sharp right turn, then up a second hill which is considerably steeper than the first. The turn was dangerous and extremely hard to negotiate, and it was here that the greatest number of lookers-on gathered, expectant of trouble. They were, however, disappointed, as not an accident occurred to mar the day.

Sixteen of the club members essayed the ascent, but Frankel made easily the best time of the day, in 1.48, capturing the special prize for this event—two glass spark plugs. In the formula competition he also won out on points. F. B. Marks won first place in the single-cylinder class.

AWARD ON FORMULA.

	Pct.
George Frankel, 6-h. R-S	19.4
M. E. Mangold, 5-h. Indian	17.
B. C. Furr, 3¼-h. Excelsior	16.01
T. O. Wansleben, 6-h. R-S	15.06
W. B. Genella, 3-h. Merkel	12.09
C. L. Osborne, 2¾-h. Indian	11.312
F. B. Marks, 3½-h. Indian	11.311
C. H. Cross, 3¾-h. N. S. U.	11.07
George W. Beall, 3-h. Thor	11.06
D. E. Knight, 3-h. R-S	10.9
G. B. Kirkpatrick, 3-h. N. S. U	10.2
J. F. McCarter, 1¾-h. Rambler	9.8
D. H. De Lashmut, 2¾-h. Indian	9.08
S. McPherson, 3-h. Merkel	8.05
H. F. Buhrig, 5-h. Indian	6.1
E. D. Isell, 2¾-h. Royal	4.7

FASTEST TIME TWINS.

George Frankel, R-S	1.48
M. E. Mangold, Indian	1.51
T. O. Wansleben, R-S	2.15

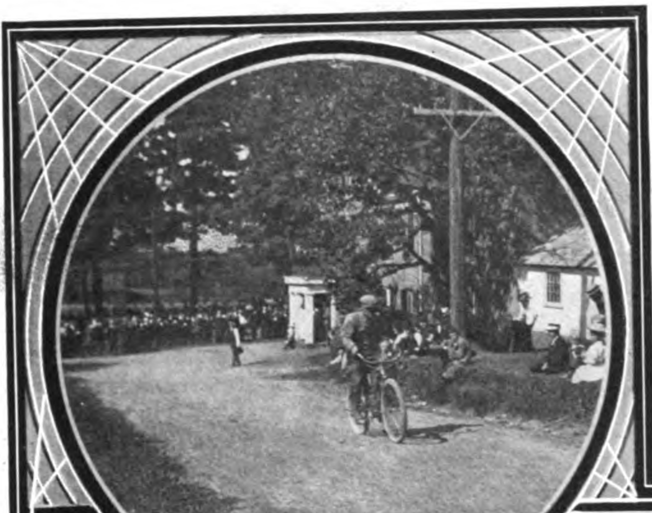
FASTEST TIME SINGLE.

F. B. Marks, Indian	2.02½
C. L. Osborne, Indian	3.00
D. E. Knight, R-S	3.02½

AT the races held on the 3rd inst. at the Fulton County Fair grounds near Lewiston, Ill., J. A. Schontz captured first place, making the three miles in 4.20 on the flat half-mile dirt track. Summary: First, J. A. Schontz, Galesburg, Ill., Harley-Davidson. Second, F. Melhone, Canton, Ill., Excelsior. Third, A. C. Stansbury, Canton, Ill., Thor.

THE HARTFORD HILL-CLIMB

THE TURN AT THE TAVERN.



COMPETITORS AND OFFICIALS.

GUSTAFSON.

PROSPECT HILL, starting about 100 yards west of the Park River Bridge, with its summit just six-tenths of a mile further on, was the scene of some lively climbing in Hartford, Conn., on Saturday afternoon, August 29. The Hartford Motorcycle Club, under whose auspices the climb was held, had advertised the event extensively, and a large crowd turned out to witness the fun. The course was not in the best of condition, several bad stretches and a few holes, together with a sharp turn at Wadsworth's Tavern, all combining to bring out the generalship of the riders as well as the speed of the machines. The spectators gathered in the greatest numbers at this turn, expectant of witnessing some spills, in which they were not wholly disappointed, though the motorcycles made the bend in much better style than did the automobiles in a climb held there about a year ago. The features of the day were the fast and heady riding of Charles Gustafson, the young Springfield "Indian," and the material lowering of the best automobile time up the same hill.

The Hartford club conducted the climb in a most satisfactory manner, the results and times being megaphoned to the crowd at start, finish and several points along the hillside. No serious accidents marred the event, and a fine lot of prizes were carried home by the victors.

There were only two spills. Cox, in the first event, tried to turn the corner at Wadsworth's too sharply, and was thrown. The whirling machine was caught before any one in the crowd was hurt, and Cox, though somewhat bruised, was able to make a fresh start, in which he succeeded in capturing second place. In the last event Winalski lost his balance at the tape, and fell from the machine. He was quickly up, however, and away again.

Two events were reserved for club members' entries only. The first was limited to the 30.10 class, and the other, a free for all, limited to 61 cu. in. piston displacement. Both furnished keener competition than the open events, though Indian riders captured them both. All starts were made from a stand with a push off at the drop of the flag. Vice-President C. H. Gillette of the Automobile Club of Hartford was referee and H. E. Brown was starter.

The summary of the events follows:

For machines not exceeding 31.10 cu. in. piston displacement—Charles Gustafson, 4-h. Indian, first; time, 0.53.

Peter Cox, 3½-h. Indian, second; time, 1.02 3-5. H. B. Lake, 3½-h. Indian, third; time, 1.04 1-5.

For machines not exceeding 61 cu. in. piston displacement—Charles Gustafson, 7-h. Indian, first; time, 0.49. H. B. Lake, 7-h. Indian, second; time, 0.54 2-5.

Free for all; not exceeding 61 cu. in.; auxiliary exhaust ports permitted—Charles Gustafson, 7-h. Indian, first; time, 0.50 1-5. H. B. Lake, 7-h. Indian, second; time, 0.51 4-5.

For machines not exceeding 31.10 cu. in. piston displacement; open to Hartford Motorcycle Club members only—Willis L. Hayes, 3½-h. Indian, first; time, 1.06 1-5. Bernard Biederman, 2¼-h. R-S, second; time, 1.10 George A. Snow, 5-h. F-N, third; time, 1.13 2-5. J. J. O'Connor, 2¼-h. Indian, fourth; time, 1.17. Adolph Brodeur, 2¼-h. Indian, fifth; time, 1.19. George H. Thrall, 2¾-h Indian, sixth; time, 1.20. George A. Snow, 3-h. Thor, seventh; time, 1.28.

Free for all; not exceeding 61 cu. in.; open to Hartford Motorcycle Club members only—Charles M. Carlson, 5-h. Indian, first; time, 0.57. Richard Robinski, 5-h. Indian, second; time, 0.60 4-5. Gilbert A. Finch, 5-h. Indian, third; time, 1.02 2-5. Joseph Winialski, 5-h. Indian, fourth; time, 1.04 2-5. George A. Snow, 5-h. F-N. fifth: time, 1.15.

Providence Club's "Triangle" Runs

On Sunday, August 30, the second of a series of three "Triangle" runs was held by the Providence, R. I., motorcyclists over a course from their home city to Boston (forty-eight miles), Worcester (forty-five miles), and back to Providence (forty-four miles), a total of 137 miles, which eliminated all but six riders from the perfect score class. Of sixteen starters, fifteen reached Worcester on time, C. Tourtellot being crowded into the curbstone in Watertown by an automobile and delayed three hours for repairs; but he reached Providence later on. The last leg of the "Triangle" developed into a road race, in which B. A. Swenson, as usual, was the star performer, leaving controls last and finishing first in every city.

In Worcester the riders were met by a delegation of four speed merchants from Woonsocket, who let it be known that they were there to show the road to Woonsocket. One rider from Boston also showed up in Worcester, who frankly admitted that he would try to trim anything on the road. Swenson then decided to show them some real riding. The roads from Worcester to Providence are full of bad turns and are in poor condition, but Swenson rode thirty-four miles in the first hour over them, passing through Woonsocket, twenty-eight miles from Worcester, five minutes ahead of the next man and fifteen minutes ahead of the rider from Boston. The Woonsocket boys were not heard from after leaving Worcester. Swenson picked up a nail in his rear tire ten miles from Providence (his only trouble all day); but in thirteen minutes by the watch he was again in the saddle and at Providence he was thirty minutes ahead of the next man. Swenson's time for the forty-four miles of rough going from Worcester to Providence was 1 hr. 16 min. He rode a 3½-h. Indian, fitted with Bosch magneto ignition and G & J tires. The others with clean scores were: J. B. McLaughlin, F. Ennis, F. Smith, R. Craig and W. A. Griffing.

Pierson was the only rider to suffer a spill. He broke his front pulley in Millbury and took a header on a sharp curve; but as he is less than six feet tall and weighs in at 258 lbs., he says that he bounces like a rubber ball when he falls and that he will make the "Triangle" yet. He did make the run last year, but he only weighed 245 lbs. then. The third and last of the triangular runs will be held on Oct. 4th.

Springfield, Mass., Hill-Climb

Automobiles and motorcycles met on equal grounds at the Wilbraham hill climb, held on Friday, September 11, by the Springfield Automobile Club, and the former went down, or rather up, to defeat by a margin of five whole seconds. Stanley Kellogg, Springfield Motorcycle Club, carried off the honors of the day when he covered the mile climb, up a grade of nearly 23 per cent. at one point, in 1 min. 3 secs. on an Indian.

The average grade of Wilbraham Hill is 8.58 per cent., and the time made by Kellogg is really wonderful, so fast, in fact, that the timers could hardly believe their watches. The automobile to make the best time on the hill was a four-cylinder car driven by Easle, which covered the distance in 1 min. 8 secs. William Bourke took second place with 1 min. 8 2-5s secs., and tied for third place in another car with Robertson at 1 min. 9 4-5 secs.

Run to Havre De Grace

The Hamilton Motorcycle Club, of Baltimore, Md., took its weekly run to Havre de Grace on Sunday, Aug. 30th. Captain William McCallister either had a grudge against the club or else put up a good joke on the boys, for he took them over some of the worst specimens of roads in Maryland. The route was Hamilton avenue to Philadelphia road, to Abington, to Belair, to Havre de Grace. In coming home they came in on the Hartford road. All the roads were bad, with the exception of a 16-mile stretch between Belair and Havre de Grace. The most of the members ride Merkel machines and were lucky in not even having a puncture. There were no mishaps or delays.

Consolidated A. C. Run to Athol

The club held a run to the Athol (Mass.) fair on Labor Day. This was made on a schedule, three controls having been established on the route. Each rider departed with 1,000 points to his credit, with one minute allowed for variation of watches. The run was not a long one, but the lack of distance was amply made up by the extremely strenuous character of the route selected, which kept the riders on their nerve for the entire distance. In view of the conditions, the scores made were especially meritorious. All rode Indians except Jackson, who was mounted on a Yale. C. C. Wilber, 1,000; G. F. Little, 1,000; Leon Allen, 999; G. F. Lombard, 998; F. S. Morse, 998; H. C. N. Hills, 998; N. L. Rixford, 997; E. Richardson, 997; Dean Scott, 996; N. F. Collier, 994; C. H. Cross, 994; F. M. Harder, 994; J. H. Jackson, 991; J. D. Eames, 982; H. C. Dean, 906.

Rochester, N. Y., has passed an ordinance relative to bells, horns and lamps on motorcycles as follows: Every bicycle, motorcycle or motorbicycle shall be provided with a suitable bell, horn and other signal which may be heard at least 100 feet distant, and the person riding the same shall give an alarm therewith when about to meet or pass pedestrians, or other vehicles, and shall be equipped with a lamp which shall be lighted during the period from one hour after sunset to one hour before sunrise, showing a white light visible within a reasonable distance in the direction toward which such vehicle is proceeding.

Sec. 2. This ordinance shall take effect immediately.

MOTORCYCLE ILLUSTRATED

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LeRoy Cook - - - - - - *Editor*
Advertising
L. H. Cornish William R. Shannon

Stock vs. Racing Machines

IN our September 1st issue we published on page 20 a letter signed jointly by two Chicago concerns and dealing with the question of Stock vs. Racing machines on the race path, in road races and in hill climbs. The letter was very interesting, and its object was to suggest certain changes in the present F. A. M. rules governing competition. The pith of the Magnet-N. S. U. letter is contained in the following paragraph:

> We therefore wish to submit to you a suggestion which no doubt will appeal to all private owners and real patrons of motorcycle sport: Each class of 20.10, 30.50 and 61 cubic inches should only be open for strictly stock machines, fully equipped as described in catalogue, and with standard weight, standard tires, muffler, etc. These classes are to demonstrate to the prospective buyer what he can expect from the machine he is going to buy. One or two events might be open for racing machines in the 30.50, 61 cubic inches or free-for-all class, in order to show speed and to establish records.

Apropos of this matter, F. A. M. No. 159 sends a reply which is printed below. It is interesting and not without humor. Will some of the authorities on motorcycle sport, plus mechanics, read the Magnet-N. S. U. letter and 159's reply and send us further criticism? All this will make for evolution. As all who are interested know, a committee of fifteen was recently appointed to sit in judgment on and revise the F. A. M. competition rules. It is hardly necessary to say that the more light these gentlemen receive the better will be the result of their labor.

No. 159's Views.

Editor Motorcycle Illustrated:

Most of us have some sort of idea of what we want, but few figure out just how we are going to get it. That is about the situation of the "Maget-N. S. U. letter" in your issue of September 1. The signers of this document evidently have an intense longing to win some races, but as they do not see their way to do so by the usual methods, they suggest that the racer be eliminated. Most people, and especially those who support racing events, want to see speed, and the best speed available. They are out for sport, and business propositions are entirely incidental. If there is any feeling by the public on this point it is one of gratitude toward the individual or firm that is instrumental in giving them a good show.

The Wheaton County Fair races, happily cited in the Magnet-N. S. U. letter, is a good example of average racing conditions. The races were certainly arranged as sporting events for the entertainment of the public, and not as demonstrations of business details. They had some "horse trots," too; but what would the crowd have said if these trots had been limited to horses hitched to the family carryall, with working harness, and the wife, children and the lunch included? Even a club meet must provide genuine sport—and speed—to merit and win support, and if the promoters choose to put on a couple of closed events for its own members to contest and quarrel over ever after that's another question.

The "stock machine" proposition would be productive of a whole lot of interesting catalogues that would be far from "simplifying" the situation, and, anyway, it is "about as big as a piece of chalk." When the prehistoric man got after his neighbor with an axe it was a sprint to a finish, and the best man won; and it was not until the Philadelphia lawyer was invented that we began to hear about handicaps, formulæ and other artificial assistants so popular with the weak brother. The general public, however, still has the instincts of its original ancestors, and is "with" the best man.

With the motorcycle it is competent for any one who knows how to build an efficient machine to produce a racer, in accordance with the restrictions prescribed by the F. A. M. But that is the true inwardness of all of these "reform" movements—the reformers don't know how. One of them says it is easy enough to build a racing machine, but difficult to construct the ordinary, everyday kind. He knows better, for he tested his theory, and his racer wouldn't race. The truth is, that to produce either a successful racer or road machine it must possess power and efficiency in a superior degree, and without those qualities neither kind of machine will be in the first class.

It is difficult to understand on what grounds a person who is unable or unwilling to play the game according to the rules should appeal against opponents who accept the rules as they find them and abide by them. F. A. M., No. 159.

Excessive Freight Charges

THE matter of excessive freight rates has long been a subject that motorcycle manufacturers have had to contend with, and the persistent warfare which has been carried on for the past two years with the various Classification Committees has at last begun to show its effects. In the southern district the rates have been reduced from three times first class rates to one and a half times first class, and word has just been received from the Western Classification Committee that the petitions filed by the Hendee Manufacturing Company have been approved and the rates west of the Mississippi River, but not Pacific Coast rates, will be reduced from three and a half times first class rates to two and a half first class. This classification goes into effect November 1. These various reductions mean a considerable saving to all manufacturers and dealers in motorcycles, and practically mean the opening up of immense sections of the country that have heretofore hesitated to take up the motorcycle largely on account of the great expense of handling.

QUERIES AND ANSWERS

How to Oil

Editor Motorcycle Illustrated:

Will you kindly answer two questions for me? As long as the machine does not smoke, is it possible to injure the motor in any way by having too much oil in the base? Where can I get an accurate road map of the eastern end of Long Island?

F. Merton Phillips.

Good Ground, N. Y.

It is much better to over-oil a motor than to under-oil it. As a matter of fact, no real damage can be done to a motor by over-oiling. If an air-cooled motorcycle engine is given too much oil the spark plug is rapidly sooted up and a deposit of carbon accumulates on the inside of the cylinder walls and on the valves. If the machine has an automatic valve, the accumulation of carbon and gummed oil has a tendency to make the machine start with difficulty, owing to the fact that the automatic inlet valve does not work freely. This can be remedied, however, by removing the cylinder and scraping the carbon deposit out with a chisel from the valves and cleaning the spark plugs. With a new machine it is always advisable to over-oil it for the first thousand miles and then remove the cylinder and scrape out the carbon as described. In this way the machine is broken in properly, and a beautiful surface put on the piston rings and cylinder.

The Blue Book covers Long Island. Motor, 2 Duane street, New York City, printed an excellent road map of this section, as a supplement, about one year ago. Certainly the cheapest, and one of the best maps we have seen is one which was gotten out some little time ago by the New York & New Jersey Telephone Co. This is a survey map and was sent gratis to all motorists who applied for one at the time it was prepared. Stamps to cover mailing and postage should be enclosed.

Method of Scoring Runs

Editor Motorcycle Illustrated:

I am to-day in receipt of my first copy of your publication and am much pleased with it. I am taking the liberty of asking you for some information. While we have no organization in this section, there are some thirty or forty machines here and a number of us are contemplating a run to Roosevelt in the near future, a distance of 70 odd miles, more than half of it over one of the finest mountain roads in the world. What I especially desire to know is the method of scoring generally used on runs of this kind. Any information you may be able to furnish me will be appreciated.

F. W. Griffen.

Tempe, Ariz.

The method of scoring recommended would be that used in the F. A. M. endurance runs. In these runs there are various controls at stated and known points and each rider is required to register at these controls within five minutes of a certain time, this time being based on obtaining an average speed of fifteen miles per hour. Contestants are penalized 2 points for every minute they are ahead of time and one point for every minute they are behind the given time, allowing five minutes for variation of watches. As a rule a contestant is credited with 1000 points at the beginning of the run.

Good All-Round Runabout

Editor Motorcycle Illustrated:

How good satisfaction does the double cylinder machine give for an all-purpose runabout, and also in an occasional ramble of 100 miles or over? What is your candid opinion of the M-M flat leaf spring in their spring fork? Is it liable to breakage and consequently a serious accident?

Harry H. Hannah.

Ontario, Cal.

The twin cylinder motorcycle is more in the nature of a touring machine than a runabout. If a machine is desired simply as a runabout, a lightweight, that is, one weighing 100 pounds, would be satisfactory. A single cylinder is more to be desired. With regard to the M-M flat leaf spring fork: this type seems to give very good satisfaction and is used on several foreign motorcycles. As far as serious accidents are concerned by the breakage of the leaves would say that this is almost impossible. Even assuming all the leaves did break, serious accidents would probably not occur owing to the fact that the fork is supported by the links attaching it to the front axle of the machine. We have never heard of an accident with a spring fork of this construction. As a matter of fact, spring forks are far safer than those of the rigid variety.

A Rough Country Machine

Editor Motorcycle Illustrated:

There are no motorcycles here owing to the rough character of the country, and everybody I talk motorcycle to seems to be prejudiced against them. I am going to buy one, though, as soon as I find the right machine We need here not less than 3½ horsepower, with a slow-speed motor, and something that does not have to be started with the pedals on account of the hills and sandy roads. If there is a machine of this description made, I would like to be put in communication.

Very truly yours,

J. C. Sands.

25 Broadway, Saranac Lake, N. Y.

A two-speed, free-engine machine will come nearest to your specifications. The Minneapolis Motorcycle Co., 517 S. Seventh St., Minneapolis, Minn., make both single and twin cylinder motorcycles with this gear. The N. S. U. Motor Co., 206 W. 76th St., New York City, fit their N. S. U. motors with a two-speed gear when so desired. The Bushnell & Cannon Co., 1268 E. 80th Place, Cleveland, Ohio, make a two-speed and free-engine transmission that can be fitted to any chain-driven machine of the countershaft type.

They Make the "Puch"

Editor Motorcycle Illustrated:—In your issue of August 1st I noticed a communication entitled "Where is the 'Push?'" and believe I can throw a little light on the subject.

Your correspondent evidently refers to the "Puch" made in Austria, and often mispronounced "push." Mr. James A. G. Pennington, of Princeton, N. J., is agent and had a double cylinder machine of this make there last spring. This machine had two speeds and free engine, and was used a good deal in the vicinity of Lawrenceville, where Mr. Able probably saw it. Trusting the above may be of service to him. I remain

Very truly yours,

N. Floyd, Mastic, L. I.

We have also received communications from the Prospect Motor Co. and the Ovington Motor Co., informing us of the Puch machine, which is made by Johann Puch, of Gatz, Austria.—Editor.

Wants Rim Brake

Editor Motorcycle Illustrated:

Can you or any reader of your magazine inform me where a rim brake can be bought and fitted on a bicycle or motorcycle? I know they are extensively used in England, but I would like to know whether I can have one fitted in this vicinity.

E. Thompson, New York City.

Mr. Koopman, Times Building, Times Square, New York City, represents the Bowden Syndicate, of London, who make rim brakes.

Side Cars: Delivery Attachments

Aug. 15, 1908.

Editor Motorcycle Illustrated:

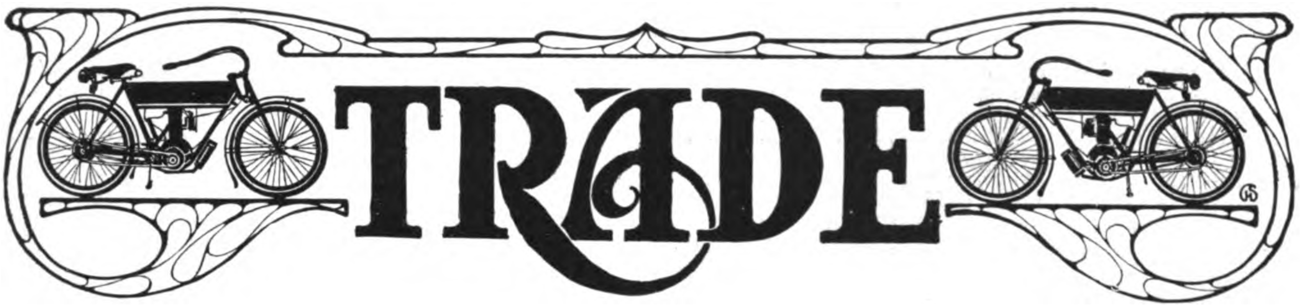
Will you please give me the address of some of the leading manufacturers of motorcycle sidecars or delivery attachments?

Yours truly,

C. B. Stutsman, Monte Vista, Colo.

Ovington Motor Co., 2234 Broadway, N. Y. City; Harley-Davidson Motor Co., Milwaukee, Wis.; Consolidated Mfg. Co., Toledo, Ohio.

TRADE



The 1909 Mesinger Line

WHAT is certainly one of the best equipped plants in this country devoted to the exclusive production of saddles, and of which the motor saddle is one of the biggest products, is that of the H. & F. Mesinger Mfg. Co., at 1801 First Avenue, New York City. Since this concern suffered its severe loss by fire some months ago it has gone ahead, steadily refitting and renewing its factory facilities, installing new machinery, making new dies and tools, and at the same time filling all its standing orders, and now, at the beginning of the 1909 selling season, the Mesinger Co. has announced its new models for the coming year with an assurance of their success and acceptance by riders and manufacturers.

Mesinger
Cavalry No3

THE "CAVALRY"

It is the factory behind the product that contributes so much toward the feeling of confidence and pleasure the rider finds when he uses the goods of any one concern, and the Mesinger guarantee of one year against poor workmanship or defective material is backed up by a factory equipped with the most up-to-date machinery, and fifteen years' experience in the field by the makers. For the coming year all arrangements have been made to just double the output of the factory, machines have been installed, stock laid in and contracted for, and a staff of experts for the several departments has been engaged.

Above all, the Mesinger Cavalry and Standard motor saddles for 1909 will furnish the most complete line to choose from ever before marketed in this country. No less than nine different sizes in the two models are offered. Both Cavalry and Standard saddles still retain their general appearance, the tops are made up just as they have been in previous years, and the finish will be the same. The changes that have been made are in the springs and suspension. A shock-absorbing device is fitted, of which great things are promised. In practice, the light upper springs take the slight vibrations and the lower springs are only brought into action by the heavy jolts at crossings, etc. The shock-absorber is connected between the two sets of springs and not only prevents the sudden depression and rebound, but also does away with the side sway entirely. These shock absorbers hinge on a wood-fibre friction composition and their action is very similar to the absorbers fitted between the wheels and body of an automobile.

It is the number of different sizes that are offered that will please the riders as much as any one other feature. In the Cavalry style there will be the Nos. 1 and 2, the same in size as before, with 3, 4 and 5 of larger dimensions. The No. 3 promises to become very popular. Its size, 15 inches long by 11 inches wide, makes it a very comfortable saddle for the average rider. No. 5 Cavalry is to be a boon to the big man. This saddle is 13½ inches long and 16 inches wide, as large as a chair seat. While it is on the Cavalry model, the "horn" in front has been taken off. In the Standard saddles an extra large size will also be made, No. 4, 14½ inches long by 13 inches wide. For those riders who prefer this style saddle, the No. 4 will be the largest and most comfortable in the Mesinger line.

THE "STANDARD"

Pittsfield Company's Specialties

THE Pittsfield Spark Coil Co., understanding all the weaknesses and aware of the severe treatment which the motorcycle coil must successfully withstand, have concentrated the experience and skill of their large factory to construct a coil for this use which will prove invulnerable, and the enviable record their motorcycle coil is making demonstrates the success of their attempt.

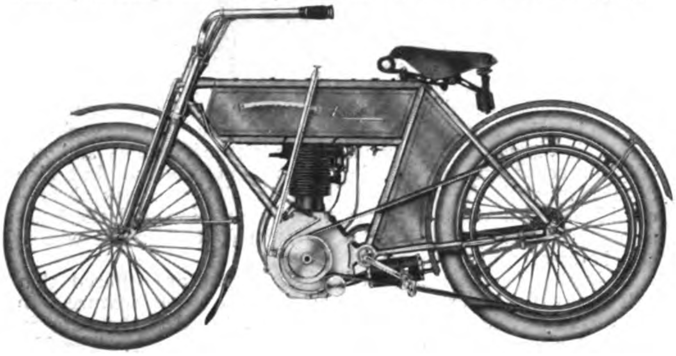
This enterprising company has also recently brought out a new switch which is certainly a winner. Symmetrically shaped hard rubber base, and beautifully polished enamel and brass face, make it in appearance fit for any conditions, however fine. A specially designed plug, when removed, causes a positive opening of the battery circuit that must remain open no matter where the switch lever may be left or put, makes short circuited batteries impossible. Another important point is that the plug that belongs to the switch is the only thing which will complete the circuit.

The new Pittsfield "Jewel" Double spark plug is attracting much attention among motorcyclists and promises to be an important development in spark plugs this season. The gaps are so disposed, being in the same plane at right angles to the axis of the plug, that both sparks fire straight out into the mixture, causing the complete explosion of the whole charge and adding greatly to economy in the use of gasoline and increasing the engine power and speed. The insulation of this new plug is exactly like that of the Pittsfield "Jewel" plug that has proven so highly successful.

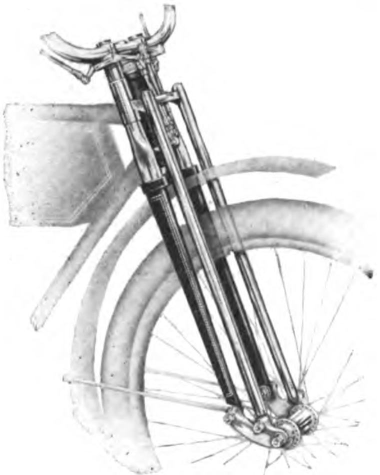
"EXCELSIOR"

WHILE one of the latest arrivals in the motorcycle field, the Excelsior auto-cycle has already placed itself among the leaders, particularly from the standpoint of steady daily service. It is a medium weight machine, built with a view to absolute dependability. Speed alone has been considered of minor importance. It should by no means be understood that the machine can be rightfully classed as slow, in fact, in the race meet at Denver on July 25th two standard models of the Excelsior not only won every event for stock machines, but, competing by special permission in races arranged for strictly speed machines, they defeated a number of the leading racing models in both single and double cylinder classes.

In designing this machine, the matter of comfort and convenience was carefully considered. The saddle position is such that the rider sits sufficiently low, so that on stopping, both feet may rest on the ground and the rider retains a comfortable position in the saddle. In addition to this, by means of a belt-tightening device, the motor may be allowed to run free, and on re-starting it is only necessary to advance the tension lever and the machine will move forward smoothly and quietly under its own power.



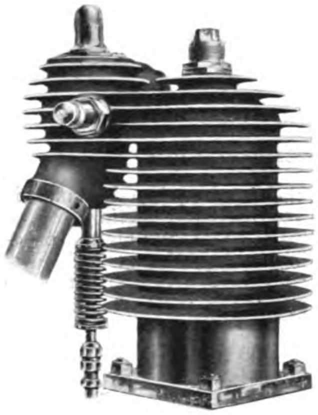
The frame is designed on straight-line plans and with careful consideration for all the strain to which it may be subjected. Realizing the importance of the front fork construction, particular attention has been given to this item, and the construction is such that even should the fork be severely bent, or even broken, the auxiliary forks would prevent serious accident. The spring arrangement is such as to insure comfortable riding regardless of road conditions.



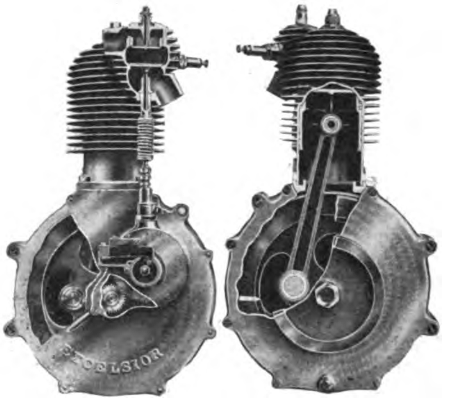
The handle-bar attachment is equally safe. Instead of depending upon a clamp to a single stem, the central portion embraces tops of both of the fork-sides, and is securely locked in place. Another personal convenience to the rider is the motor control. Both spark and throttle are regulated by the grip, and the mechanism for the purpose is of the best possible material and workmanship, every lever, no matter how small, being a drop forging. There are no brass castings used at any point.

The motor is of the medium-speed type, 3⅛-inch bore and 3½-inch stroke, set vertically in the frame and rigidly supported therein. The crank case is secured to the frame by three bolts, and the top of the cylinder head is secured to cross members of the frame by means of a union. One of the leading features of the motor is the lubricating system, a most important element in any motor and particularly in a high-speed, air-cooled engine.

After careful examination the designers of the Excelsior discarded the splash system of lubrication and took up a positive oiling system that has been found absolutely dependable under all circumstances. This system comprises a positive sight-feed oiler that delivers a constant supply to the right main-shaft bearing. From there the oil is carried through the hollow crank-shaft to the crank-pin bearing and from there it is thrown by centrifugal force to the lower part of the cylinder. Here a circular pocket gathers it and delivers a part to the cylinder walls and wrist pin, the rest being carried through a tubular duct to the left main-bearing. It is carried through this bearing by means of a groove in the main shaft.. The surplus oil passes through a duct extending downward into the lower portion of the crank case, where it is picked up by the crank and again put into circulation. As the piston at the completion of its downward stroke enters the oil pocket above mentioned, it becomes immersed in the oil therein, and on the upward stroke spreads this oil equally over the cylinder walls. This is not only in theory, but it has been positively proven in practice one of the most thorough and efficient oiling systems ever used in connection with a gas engine.



The power transmitting mechanism comprises an endless flat belt, especially made and prepared for the Excelsior, a flanged steel pulley on the motor, a crown faced belt shield on the rear wheel and a tension idler and controlling lever. The arrangement of the tension device is such that when the belt is put into action, it is not done by applying a side strain on one side of the belt, thus causing an enormous degree of friction in the motor from the rear wheel bearing, but by means of a lever partially embracing the driving pulley and a double ball-bearing idler on the end. The belt is thus compelled to more thoroughly embrace the driving pulley and is thrown into contact with a greater portion of its surface.



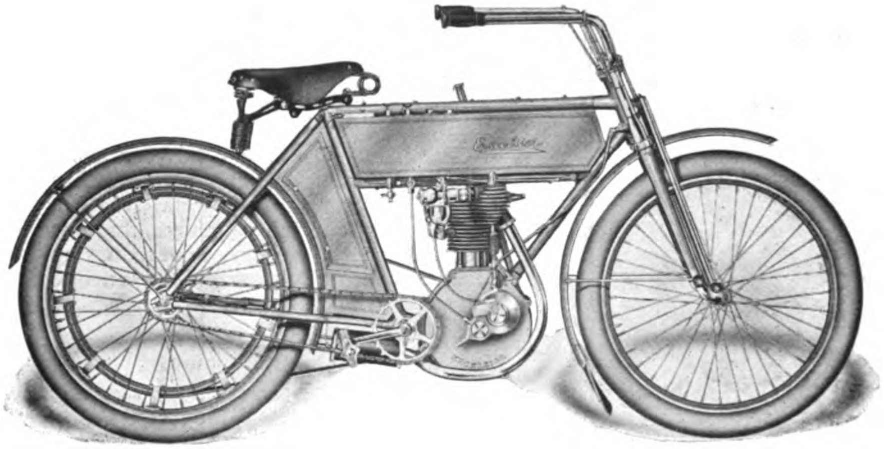
Another great advantage of this system is that when the lever is allowed to fall back to extreme position of release, the driving pulley runs free inside the belt, allowing the machine to be left standing with the motor running without material friction or the danger of burning the belt. In this manner is provided a free motor with its many accompanying features of convenience.

In keeping with the high quality of this machine throughout, gasoline and oil tanks are made of copper, brazed, and soldered together. The batteries, spark coil and tools are carried in a water- and practically dust-proof case in the rear portion of the frame between the seat mast tube and the rear tube; this not only affords thorough protection to these parts, but gives the machine a smooth, neat and finished appearance.

AN extra heavy tread motorcycle tire is Morgan & Wright's latest offering. The extra amount of rubber in the tread and the corresponding increase in the length of service will be especially appreciated by tourists and owners of tandem, package or side-car attachment machines. It is to be appropriately named the "Tourist," and will sell for a little more than the regular styles. The new Basket Weave Tread is taking well with dealers and manufacturers, as it allows them to equip their machines with a good non-skid tread without adding several dollars to the cost of the machine. These are now made in both single and double clinch.

EXCELSIOR AUTO-CYCLE

Always on the Job



In every public test that proves the quality of the regular stock machines, the kind you buy, watch the

EXCELSIOR AUTO-CYCLE

Catalogue M. C. 22 tells all about it.

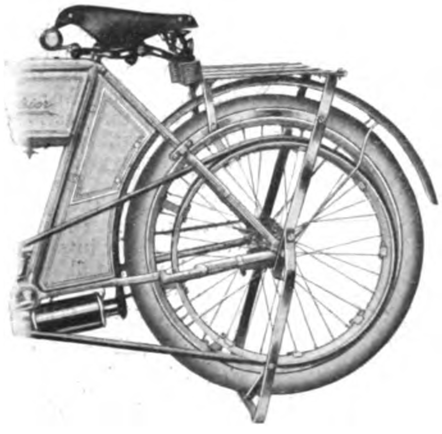
Write for it today.

EXCELSIOR SUPPLY COMPANY, Established 1876
233-237 Randolph Street, CHICAGO, ILL.

EXCELSIOR LUGGAGE CARRIER

AND MOTORCYCLE STAND

THE ONE THAT STANDS UP



Built of bar steel throughout and heavily nickel plated. Will not break or bend under any load that the machine will carry and is absolutely free from side play and vibration. The stand is rigid and will not allow the machine to tip over when the motor is running, no matter how great the vibration.

Price complete ready to attach to any motorcycle, $10.00

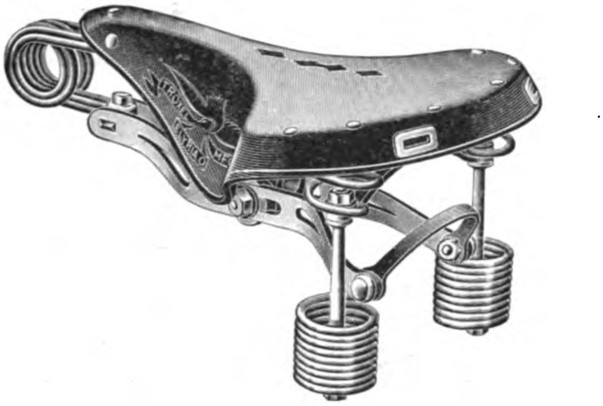
Tandem attachment, $15.00

EXCELSIOR SUPPLY COMPANY
ESTABLISHED 1876
233-237 RANDOLPH STREET, CHICAGO, ILL.

The Troxel

RIDERS who have seen and tried the new saddle which has been quietly gotten ready for the market by the Troxel Manufacturing Co., of Elyria, Ohio, agree that it is one of the most comfortable and substantial in design and workmanship ever manufactured. This saddle is of exceptionally good pattern, and is the outcome of a study of the whole situation in England, which occupied an entire month of Mr. Troxel's time.

He crossed the ocean expressly for the purpose of investigating all of the different types of saddles made abroad and the methods of manufacture pursued by the foreign makers.

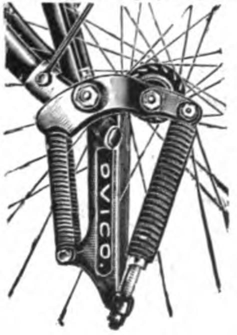


The result of his examinations has been the combination of all of the best features of these saddles in one model *de luxe* at a price made possible by modern and up-to-date manufacturing machinery. The Troxel saddles will sell at a price not exceeding other domestic products.

While in England Mr. Troxel contracted for a supply of the finest leather obtainable, large shipments of which are now on the way. This leather will be used for the top, while a liner will be placed underneath to support it, the combination of the two giving a saddle covering that will stand the extreme of hard usage and still hold its correct shape. The Troxel company is in a position to take prompt care of any amount of business on these new goods.

Ovico Spring-Fork Attachment

IN the last issue of Motorcycle Illustrated a cut was shown and description given of the Ovico spring-fork attachment in which the illustration was reversed, bottom side up. As several readers have asked us to explain the action of the fork, as they did not understand it from the cut, we are reprinting it herewith.



As shown, this attachment is a compact device suitable to attach to the ordinary form of motorcycle fork. If the machine happens to have a spring fork, this attachment gives even greater resiliency and comfort on rough roads, while if it has no spring fork, the attachment of the Ovico device will render the machine as comfortable as could be desired. The price of the complete device, consisting of two pieces, is $8.50.

THE exclusive representation of the Vindec Special in the Eastern States has been secured from the South British Trading Company, Ltd., by C. A. Crownshield and R. Burlinson, of 109 East 114th street, New York City, who will operate under the trade name of Crownshield and Burlinson. Just who was to have the agency for this popular machine in this country has been in doubt for some time, various rumors crediting it to as many different parties. Now that their standing has been made secure in the matter, Crownshield & Burlinson will push the machine here and are preparing an active advertising and business campaign for the coming year.

A Potent Salesman — Covers the whole United States twice a month without Travelling Expenses

New York, Sept. 11, 1908.

Motorcycle Publishing Co.,
299 Broadway,
City.

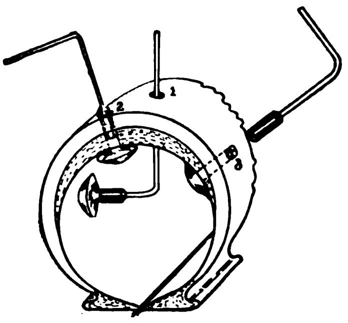
Gentlemen—We have used your paper as an advertising medium and we find that it has paid us very well. We are now starting our fall campaign, and our first move is to resume advertising in Motorcycle Illustrated. We enclose you copy for one-quarter page for your September 15th issue.

Very truly yours,
Crownshield & Burlingson.
Per Crownshield.

Mister Maker and Seller— Don't You Want Some Of This?

Neal Tire Repair Kit

THE Neal Tire Repair Kit has been gotten out for plugging holes and cuts in the shoes of motorcycle and automobile tires. The illustration shows more clearly than a description can tell, the method of handling the rubber plugs. The plug is inserted in the tool and brought through the hole as shown.



It has been understood for years, that the soft or pure rubber plug is the best for plugging tires, but owing to its flexibility it has been impossible to seat them properly. With this tool the difficulty has been overcome and the neatness and dispatch with which a tire can be plugged is almost unbelievable. The tenacity with which the plug adheres to the tire is marvelous. The kits are furnished with full and complete directions containing some valuable tips in the art of handling rubber plugs. The F. M. Neal Co., of Bridgeport, Conn., are agents for the M. M. motorcycles, and the experience it has had in the handling of machines and tires has enabled it to get out a repair kit that is practical and will answer the requirements of riders. Plugging a hole at once will prevent water and grit from entering the fabric and working in. This is what causes blisters and blowouts, and necessitates having a shoe vulcanized. The price of the kit is only 40 cents, and extra plugs cost 20 cents a dozen for the small sizes and 24 cents for the large ones.

Motorcycle Mart It Sells the Stuff Two Cents a Word

Mesinger Motor Saddles for 1909

"AMERICA'S ORIGINAL SADDLE"

MESINGER MOTOR SADDLES have made many friends during the 1908 season, and a large number of very complimentary letters from manufacturers and riders regarding their *comfort* and *durability* were received.

In our 1909 Motor Saddles, however, we have made a complete change to a new *Shock Absorbing Spring System,* which has proven its superiority in all kinds of trials.

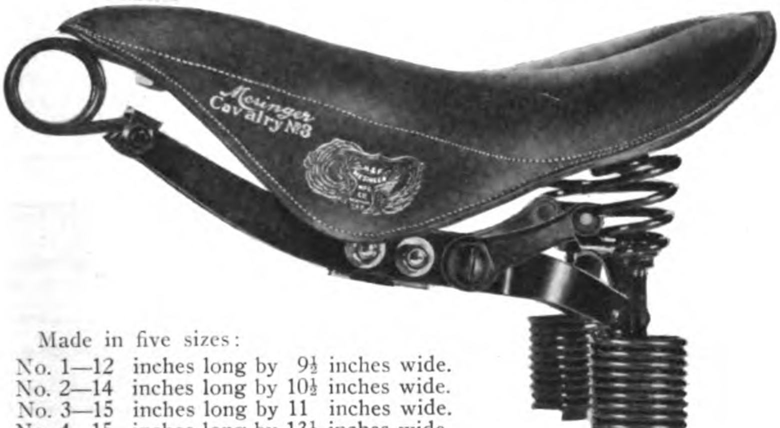
The principal features of all our Motorcycle Saddles are: correct form of top, sufficient spring support to take obstructions without jolting or straining the machine or rider, an absence of side swaying and their noiselessness and durability.

All parts are guaranteed for the season.

MESINGER CAVALRY MOTORCYCLE SADDLES, 1909

Fitted with Shock Absorbers

Patent applied for



Made in five sizes:

No. 1—12 inches long by 9½ inches wide.
No. 2—14 inches long by 10½ inches wide.
No. 3—15 inches long by 11 inches wide.
No. 4—15 inches long by 13½ inches wide.
No. 5—13½ inches long by 16 inches wide.

(Description of Rear Springs)

In practice the compression springs contract and expand freely under slight vibration and on more pronounced vibrations the extension, or lower spring, will take up the motion. To prevent jolting or side swaying a shock absorber is connected under compression spring to the side stays holding a wood-fibre friction composition which can be tightened or loosened with side bolt and lock nut *as desired* to the *weight* of the *rider.*

MESINGER "STANDARD" MOTORCYCLE SADDLES, 1909

Fitted with Shock Absorbers

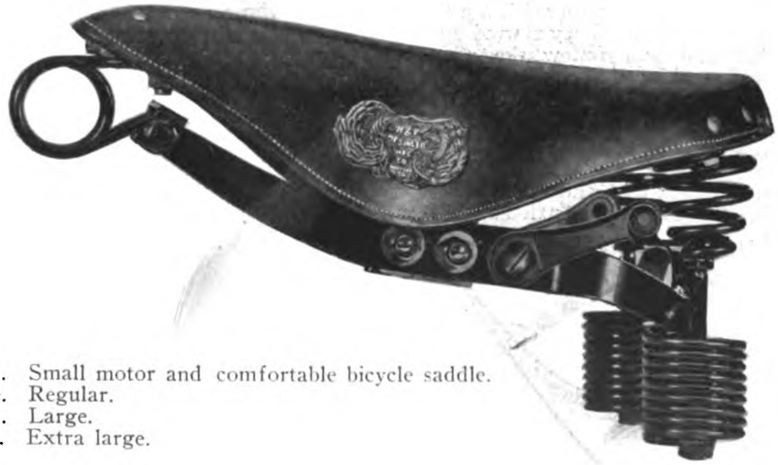
Patent applied for

(Description of Front Spring and Clamp)

In front we have the well-known Torsion Spring fitted with side bolt which acts freely and prevents breaking.

A new Strong Clamp, forged from spring steel, secures the saddle well to the seat post with two side bolts.

Lowest position can be obtained on all our Motor Saddles.



Made in four sizes:

No. 1—11 in. long by 8 in. wide. Small motor and comfortable bicycle saddle.
No. 2—14 in. long by 9½ in. wide. Regular.
No. 3—14 in. long by 11 in. wide. Large.
No. 4—14½ in. long by 13 in. wide. Extra large.

Ride a comfortable saddle, it makes the pleasure of motorcycling. Mesinger saddles cost no more than the other kinds. Get the BEST. We say, "Ask the Rider," he is the man who knows.

H. & F. MESINGER MFG. CO., 1801-1803 First Ave., New York

WITHIN THE FOLD

Portchester, N. Y.—Harry Dupont may again be seen riding about town on his Minerva, which he has had fixed up since his collision with an automobile two months ago. He had the machine only a few weeks when the accident occurred, and it took a new frame, forks, handlebars and complete front rim to repair it. Harry is going to make up for lost time now.

Clarence H. Wilson, the second man in town to ride a twin Indian, journeyed to Albany last week, a distance of 147 miles, in about nine hours, over some very bad roads. Wilson's machine has now traveled over three thousand miles since April first, without an adjustment or regrinding of valves; of course tightening of chains and tire trouble are not taken into consideration. As to tires, Wilson has had but one puncture, a small nail hole, during all the riding he has done. This rider used a Yale-California for two years without a single tire trouble of any sort. Quite a good record.

W. Roy Haight, who purchased an Indian second-hand during the summer, has sold his machine and will refrain from getting another until he sees what the New York shows will bring forth this winter.

Walker Burns, a motorcyclist of the "old school," who has owned and ridden more motorcycles of American and foreign make than anyone else in town, was seen out a few days ago on a Reading-Standard. Walker's last machine was a Griffon, the fastest in this vicinity.

* *

Kankakee, Ill.—Lieutenant-Colonel Charles P. Greene of the Third Regiment, Illinois National Guard, who is making a 200-mile tour on a Thor tandem motorcycle, accompanied by his wife, visited Captain E. A. Smith, Captain James Burns and other friends in Kankakee recently on his way back to his home in Aurora. During the Spanish-American war Colonel Green commanded Co. I of Aurora, and served with the Third Regiment during the Porto Rican campaign.

Saturday noon, Sept. 5th, he left Aurora on the motor, going to Momence by way of Joliet and Manhattan, spending Sunday night in Momence and coming to Kankakee the following morning. After spending an hour or two with friends he left for Manteno.

* *

Niagara Falls, N. Y.—From Kansas City to San Francisco and Seattle on motorcycles is a tour which will be undertaken by two young university students of this city. John A. Robb, of Lehigh University, on an N. S. U., and F. P. Oliver, of Yale, on his Auto-Bi, are the young men who expect to make the trip. They started on the expedition early in September and will follow the route generally taken by motorists in making the trip.

* *

New Bedford, Mass.—Miss Effie Woodsome and Robert Robbins, who are motoring through New Hampshire on their Indian motorcycles, have written home that they reached Concord after a hard trip, and sent for two new inner tires, the roads having been very rough and punctured tires had been frequent.

* *

Aurora, Ill.—J. H. McMurtrie arrived in this city August 28th from New York City on his F. N. Big-Four motorcycle. He had been on the road about three weeks. He will spend some time visiting with friends in this city.

* *

Watertown, Wis.—Edward G. Buroff, the North Third street dealer, has disposed of three new Thor motorcycles of the latest type to George J. Weber, John Calhoun and George Kneubuehler.

* *

Wauwautosa, Wis.—John M. Schmidt and John McDonald, both of this town, have recently purchased Harley-Davidson motorcycles and both are enthusiastic riders.

* *

Henning, Tenn.—This place now has two motorcycles, one belonging to Joe Wilson, the other to Dr. Cary Sanford. Dr. Sanford uses his machine in making his out-of-town calls.

MOTORCYCLE MART

BUY: SELL: EXCHANGE

Two Cents a Word Cash With Copy

FOR SALE—A tricar in first-class condition, 1908 Indian; $80, without tires $60. Tandem attachment $10. Address L. O. Sweet, Liberty, N. Y.

FOR SALE—Merkel motorcycle in good condition; sell for $40 cash. Also Sager spring fork.

FOR SALE—Twin motorcycle engine, Schubler carburetter; N. S. U. two-speed gear, fitted for center engine.

WANTED—Second-hand motorcycle cheap for cash; give price and particulars; no dealers. E. L. Conard, Somerville, N. J.

FOR SALE—N. S. U.; 75 lbs., 1½-h.p., efficient spring fork, magneto; cost $222 new; sell for $120; used 1,000 miles. Address Lightweight, care Motorcycle Illustrated.

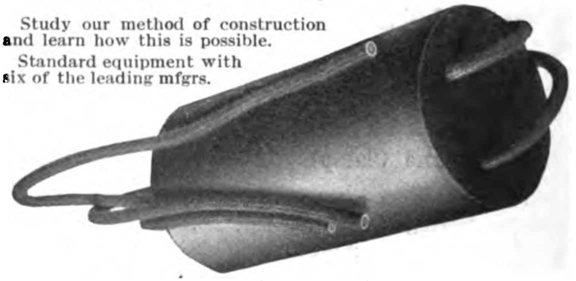
FOR SALE—Wagner V belt, never used, $2.50; $6 20th Century motorcycle lamp, separate generator, little used; lens cracked, $2.50; pocket ammeter (Pope), $2, prepaid; Triumph motorcycle (Excelsior Co.), 2¼ Thor motor, run 600 miles; fine machine; cost $185; owner cannot use; will take half price. Reference First National Bank. N. E. Ramsey, Lincolnton, N. C.

FOR SALE—M-M, 3½ h.p.; perfect running order; $70. Address, Norman Morgan, Ashley, Ill.

MOTORCYCLE EXPERT and designer, who has new and original ideas, desires to communicate with parties of means with a view to manufacturing strictly high-class motorcycles for the market. Address "Practical," care Motorcycle Illustrated.

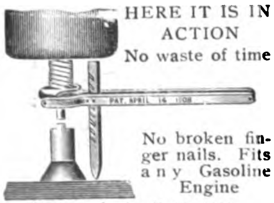
WANTED—At once good motorcycle, no junk; prefer Excelsior, R-S, M-M, or Indian. Address with full description and lowest cash price. Lock Box "D," Flemingsburg, Ky.

Pfanstiehl Motor Cycle Coils
Are Guaranteed for 5 Years
Study our method of construction and learn how this is possible.
Standard equipment with six of the leading mfgrs.

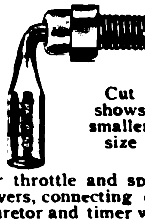


Write for particulars
PFANSTIEHL ELECTRICAL LABORATORY, North Chicago, Ill.

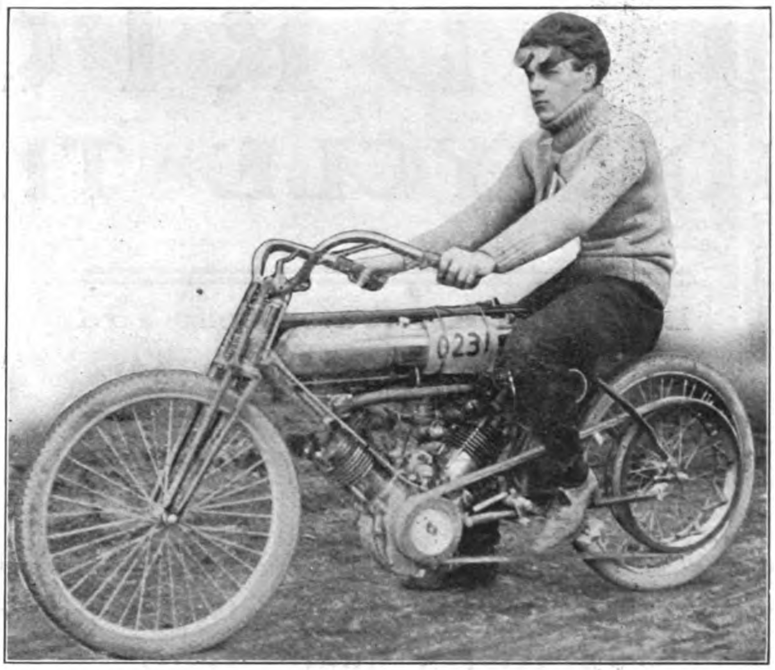
TRIUMPH VALVE REMOVER



HERE IT IS IN ACTION
No waste of time
No broken finger nails. Fits any Gasoline Engine
Patented, April 14, 1908
Enables you to remove valve key or valve spring with no side strain or bending of valve stem. Price, $1.00 each. Discounts to manufacturers and jobbers. For sale by supply dealers throughout the United States. If your dealer cannot supply you send us P. O. Order for $1.00 and the remover will be sent you postpaid.
Mechanical and Electrical Mfg. Co.
46 N. Desplaines Street, Chicago
Adjustable Ball Joints



Cut shows smaller size
for throttle and spark levers, connecting carburetor and timer with levers on wheel steer, eliminating all lost motion and giving a more perfect control to these levers at all times. Easily and perfectly adjustable. Adjustable stock size, steel or brass. Non-adjustable stock size, steel 20c. each.



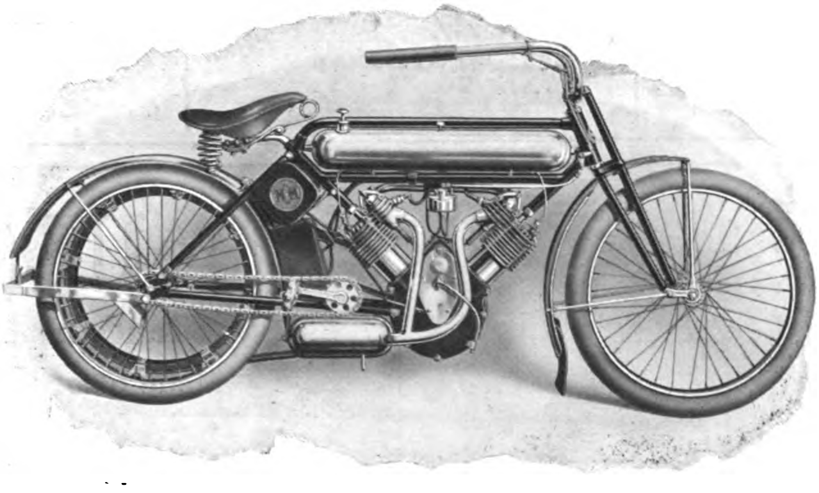
GUY M. GREENE

At the Waltham Road race, the N. A. M. Meet, Guy M. Greene, mounted on an M. M. Twin, rode from scratch, captured first time prize and second position prize. The distance was twenty-five miles, and there were five bad turns. The surface was not in good condition, yet Greene averaged nearly fifty miles an hour, his time for the twenty-five miles being thirty minutes and thirty-six seconds.

Note that this is faster than the average time of the finishers in the Ames Trophy Automobile race at Lowell, held on the same day, although they had a much superior course.

The M. M. Twin has the speed and the smooth running qualities that make it a winner; the 90-degree angle gives a perfect balance.

AMERICAN MOTOR COMPANY, Brockton, Mass.



THE M. M. TWIN

GOODRICH
MOTORCYCLE TIRES

Built Like an Automobile Tire
Ride Like a Bicycle Tire

STRONG — FAST — EASY

THE B. F. GOODRICH CO., Akron, Ohio

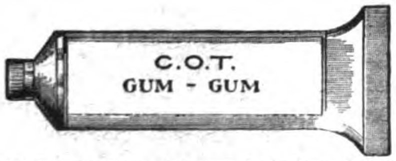
Branches: Chicago, Philadelphia, Boston, St. Louis, Denver, Detroit, Cleveland, Paris, London.

FACTORIES, AKRON, OHIO

Our products are also handled in New York and Buffalo by the B. F. Goodrich Company of New York, and in San Francisco, Los Angeles, and Seattle.

THE MOTORCYCLE MART
SELLS THE STUFF
TWO CENTS A WORD

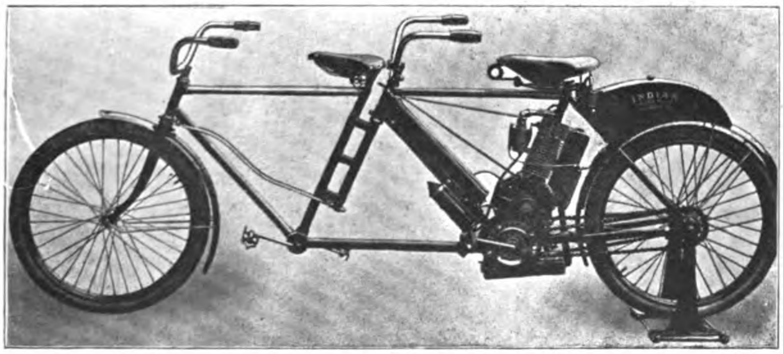
To the Agent:
Every live agent should subscribe for MOTORCYCLE ILLUSTRATED. It is helping build up the sport. One Dollar a year. Get busy and send in your dollar *to-day.*



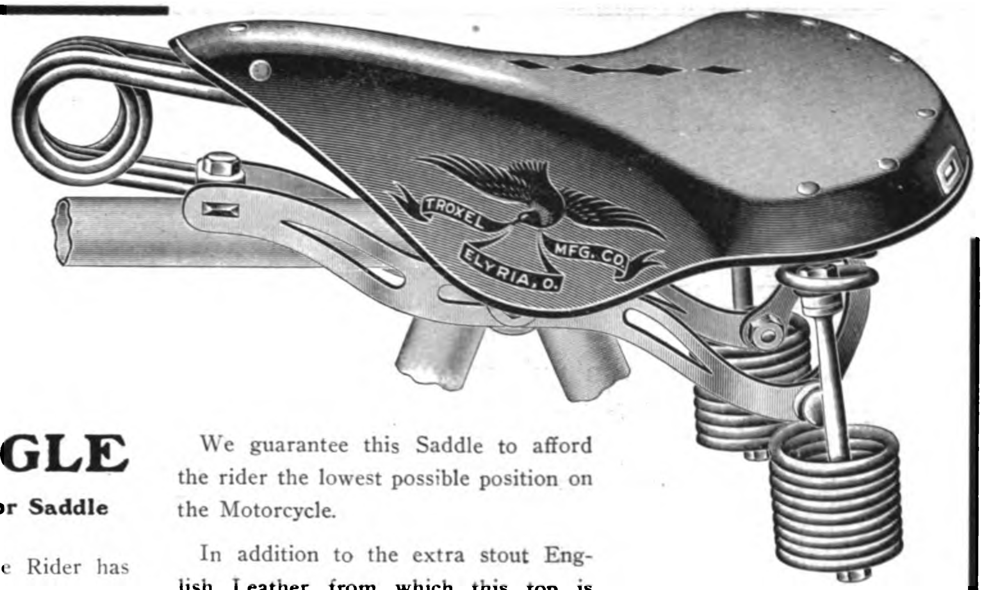
C. O. T. Gum Gum. Ask your dealer how nicely it repairs digouts in your auto shoe. For sale by jobbers. CHAS. O. TINGLEY & CO., Rahway, N. J.

MOTORCYCLE SUPPLIES
• SEND FOR CATALOGUE •
MOTORCYCLE SUPPLY CO.
HAMMONDSPORT, N.Y.

THE MOTOR CYCLE 1D
The British Motor Cycle
NEWSPAPER
American subscription rate, $2.50 per annum
"The Motor Cycle," 20 Tudor St., London, E.C.



MUELLER
Tandem Attachment
Made also with drop frame
Price $65.00
Write for particulars to
L. J. MUELLER
6417 Woodland Av., Cleveland, Ohio


TROXEL
MFG. CO.
ELYRIA, O.

Some-thing New

Troxel EAGLE

Cushion Spring Motor Saddle

Just what the Motorcycle Rider has wanted.

Why purchase an English Saddle when you can buy a better one with the finest imported English leather, at domestic prices.

Designed entirely for the comfort of the rider, regardless of cost.

We guarantee this Saddle to afford the rider the lowest possible position on the Motorcycle.

In addition to the extra stout English Leather from which this top is made, it is supported with a heavy grain liner, making it the firmest Motor Saddle top ever offered.

THE TROXEL MANUFACTURING CO.
Elyria, Ohio, U. S. A.

No Stretch

SPEED TIRES

Do you enjoy speeding?
Most Motorcyclists do.

An exciting brush with a fellow rider or a burst of speed on a smooth stretch of road is certainly inspiring while it lasts, but the way it eats up ordinary tires is liable to cause considerable after-regret when you get home and figure up the cost.

Morgan & Wright Tires

are built to stand just that kind of a racket. They are built out of the same material and by the same process as an auto tire. This insures satisfactory service and long life under the severest speed tests to which they can be put.

With *Morgan & Wright Tires* on your machine you have at *any time* perfect tire equipment for any endurance or speed contest you may choose to enter.

MORGAN & WRIGHT, Detroit

CORBIN

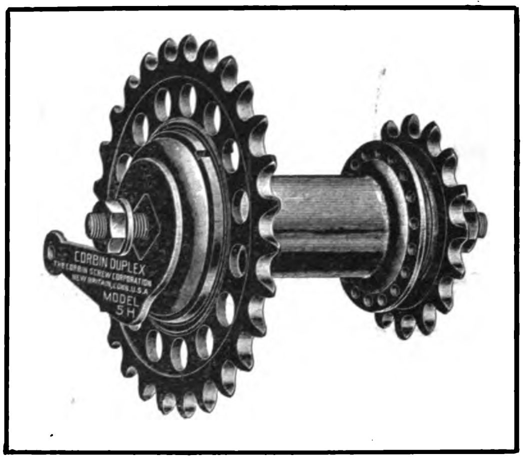
The Coaster Brake that earned the right to lead, not by words but by deeds, and many of them.

Whether applied to

Bicycles or Motorcycles

it has proven uniformly satisfactory.

Every one knows that the name Corbin is but another term for quality.



CORBIN MOTORCYCLE COASTER BRAKE

We are ready to talk 1909 Business

Corbin Screw Corporation, **HIGH ST., NEW BRITAIN, CONN.**

THE SILENT "LIGHT"

A Motorcycle of Quality

$185

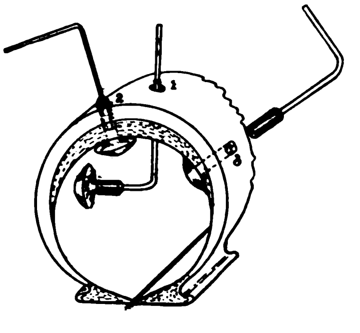
- **POWER**
- **SPEED**
- **COMFORT**
- **SIMPLICITY**
- **SATISFACTION**

The "LIGHT" Motorcycles have all these valuable features

which is the foundation of an Agent's Success

CATALOGUE A

THE
LIGHT MANUFACTURING
& FOUNDRY CO.
4th and Hanover Streets
POTTSTOWN, PA.

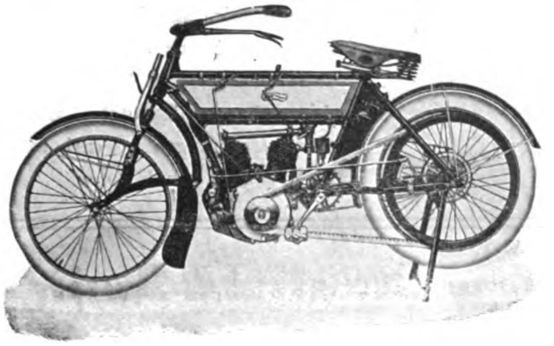


Repair Your Own Tires and Save Money.

Avoid vulcanizing bills by plugging up the holes in your tire shoes, thus preventing blowouts and blisters. The Neal Repair Kit will do the trick, easily, simply and cheaply. Send for one kit and give it a trial. 50 cents each, or to introduce them to you and your friends, 3 outfits for $1.00.

F. M. NEAL CO., Makers
1048 E. Main Street, Bridgeport, Conn.

VINDEC SPECIAL The Motorcycle of Merit



Land's End to John-o'-Groat's

5 "VINDECS" started from Land's End.
5 "VINDECS" finished at John-o'-Groat's, and were all checked at every control.
5 "VINDECS" received 8 awards.

A 5 h.p. "VINDEC" receives Special Award for the best performance of a twin-cylinder machine on Berriedale.

Another 5 h.p. "VINDEC" receives Special Award for the best performance of a private owner on a twin-cylinder machine.

Still another 5 h.p. "VINDEC" received Special Award for the most consistent performance of a trade rider on a twin-cylinder machine throughout the trials.

How Is this For Reliability?

Let us send you our illustrated booklet which describes these famous machines. Sent free upon request.

CROWNSHIELD & BURLINSON
Sole representatives for Eastern States
109 East 114th Street, New York City

SEND A POSTAL TO-DAY

F. P. PRIAL, Chairman,
Membership Committee, F. A. M.,
299 Broadway, New York, N. Y.

Dear Sir:

I feel that I *ought to* join the FEDERATION OF AMERICAN MOTORCYCLISTS. Please send me particulars.

(Signed)________________

State ________________

City ________________

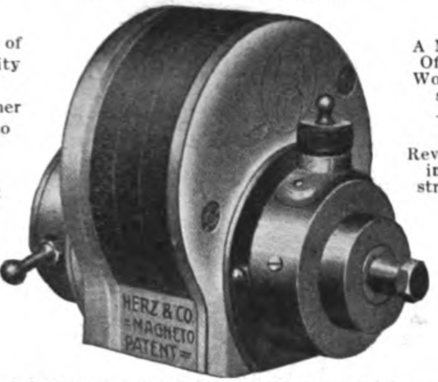
Street ________________

EUROPE'S MOST SUCCESSFUL MAGNETO

HERZ'S HIGH TENSION MAGNETO
Made in the Herz European Factory
Smallest, Lightest and Most Effective Magneto ever made

20 Points of Superiority Over Any Other Magneto

It Cannot Fail



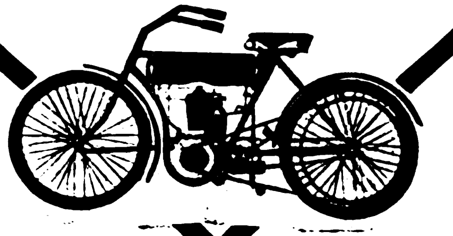
A Marvel Of Fine Workmanship

A Revelation in Construction

Special Motorcycle Types. Weight 4½ Pounds

Made of the Finest Styrian Magnet Steel
Ball Bearings. Platinum Contacts. No Pole Pieces.
All Parts Interchangeable. Toolmakers' Work Throughout

WRITE US **HERZ & CO.,** Civil Engineers
203 LAFAYETTE ST., NEW YORK
PARIS VIENNA



MERKEL

Spring Frame Motorcycles with Ball Bearing Motors

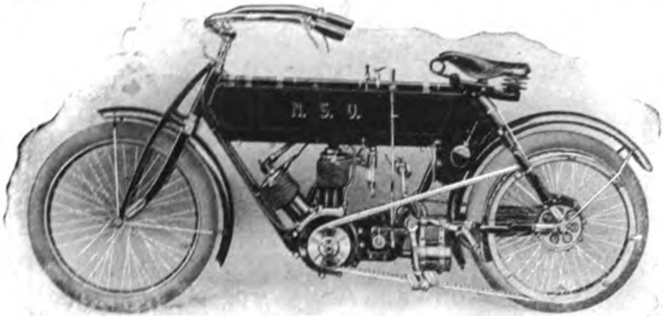
have during the past season by their consistent performance gained for themselves an enviable reputation and universal recognition, not in one particular locality, but wherever introduced. The list of winnings and notable performances has grown so rapidly that space will not permit enumerating all here, but copies of same can be had and all other details regarding exclusive points of construction, operation, etc., by request, to

Merkel Motor Co.
1130 26th Avenue
MILWAUKEE, WIS.

THE NSU

HAS PROVEN ITSELF TO BE

The Peer of the Standard Motorcycles



6 H. P. Twin Cylinder

Their wonderful winnings of unequalled successes this season has placed them at the **Head of the World's Standard Makes.**

AT PHILADELPHIA

AUGUST 29th, 1908

N. S. U. won the 3-mile open, easily beating an exceedingly large and classic field.

N. S. U. made second place in the 25-mile open, losing first only by inches, thus preventing the usual runaway race.

This wonderful burst of speed crowns a season of successes in Endurance and Reliability Tests unequalled by

ANY MOTORCYCLE

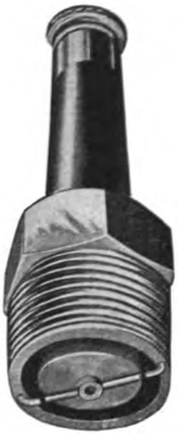
In models from 1¼ to 6 H.P.

THERE IS NO BETTER

N. S. U. MOTOR COMPANY
206 W. 76th Street, New York City
INFORMATION FROM DEPT. M.

NEW PITTSFIELD Jewel MAGNETO Plug

The only plug on the market ESPECIALLY constructed for use with MAGNETO



Double Spark gap.

Double volume of spark.

Two big, fat, hot sparks force an explosion from any mixture however poor. Cylinders *cannot* miss fire.

Solid mica insulation, no shellac, varnish, or powdered mica and shellac used in construction of this plug; absolutely nothing about it that can be carbonized; so it *cannot break down*.

New Pittsfield Switch

The ONLY magneto copper switch that is perfectly DEPENDABLE

OUR GUARANTEE IS ABSOLUTE

PITTSFIELD
SPARK COIL CO.
DALTON
PAT. PENDING
MASS.
M.
OFF
B.

Positively *cannot* be *short circuited* by any combination of lever position and plug.

Stops are positive—lever *cannot* jar away from them.

Operated by either hand or foot as is most convenient.

Most rigid in make up.

A *hammer* will put this switch out of business, but ordinary abuse does not injure it.

Plug locked in position—cannot work loose.

Lever may be left on Battery and Plug removed without ruining the battery.

Insulation extra heavy and of the very best quality—cannot be broken down by the highest tension used.

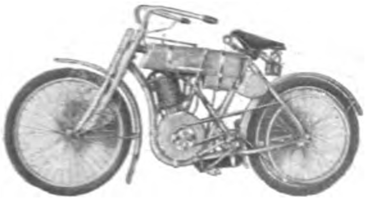
Write For Further Particulars

Pittsfield Spark Coil Co.
DALTON, MASS.
N. Y. SPORTING GOODS CO., 17 Warren St.
N. Y. Distributors

Old, Old Story!

HARLEY-DAVIDSON

New five-mile State record, September 5, Minnesota State Fair, 5m. 15s.: **last mile 58s.**



Plugs through sand. At Beloit, Wis., on September 7, the Harley-Davidson won two races on a track deep with sand. After these two events were decided the rest of the meet was called off, the track was SO BAD.

Get to know about the Harley-Davidson. Ask your local agent or write us.

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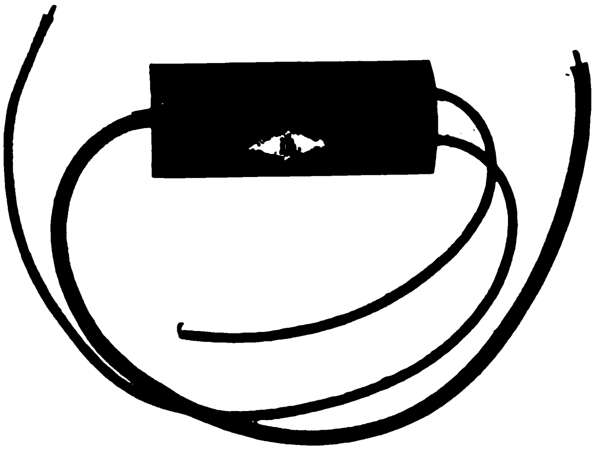

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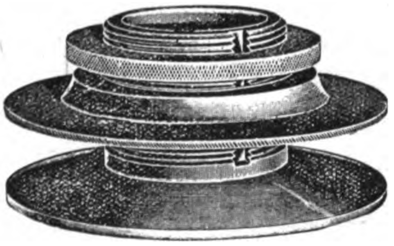

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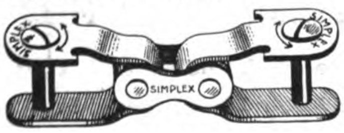

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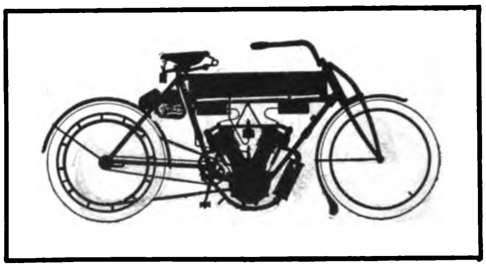

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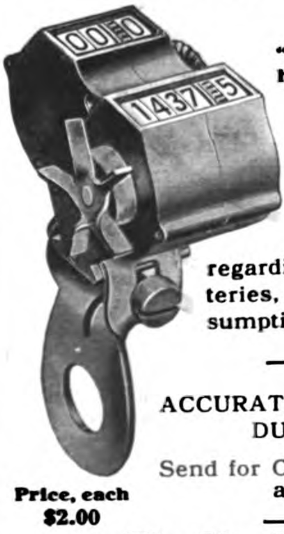

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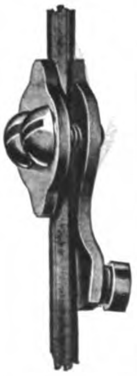

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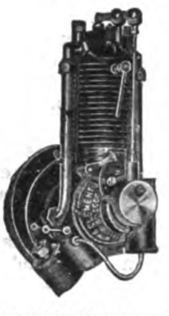

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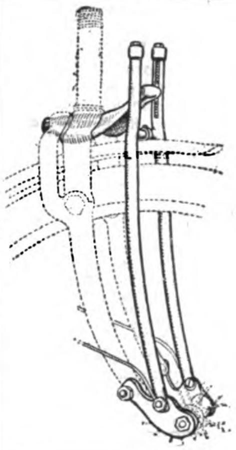

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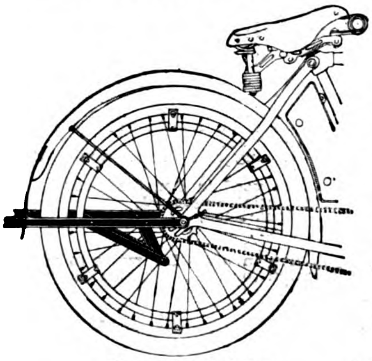

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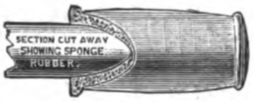

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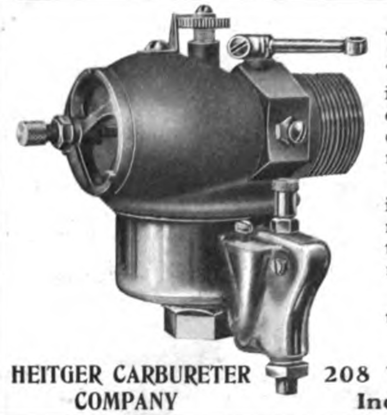

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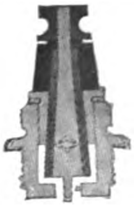

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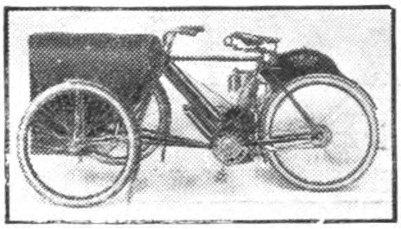

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MOTORCYCLE ILLUSTRATED

Vol. III October 1, 1908 No. 13

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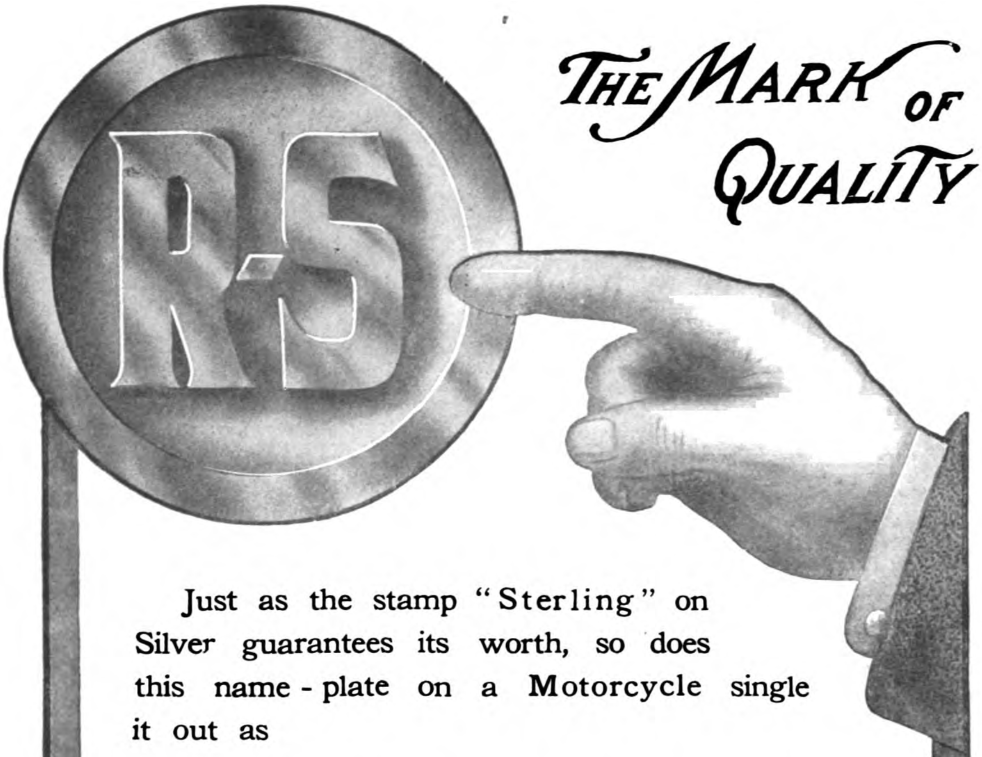

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MOTORCYCLE ILLUSTRATED

Vol. III. No. 13 Oct. 1, 1908

PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY

1909 SHOWS

Show Committee of Manufacturers Select Madison Square Garden

THE committee representing the newly organized Motorcycle Manufacturers' Association met in New York on Tuesday, September 29th, and thoroughly investigated the show question, after which they endorsed the Madison Square Garden Show for the East. As regards the West, the manager of the Chicago Show, Samuel A. Miles, was not on hand and the committee will see him on Tuesday, October 6th, after which they will post their members on the Chicago Show conditions.

There are two shows scheduled for New York, one to be held at the Madison Square Garden, from January 16th to 23d. This is under the auspices of the Association of Licensed Automobile Manufacturers. The other show is to be held at the Grand Central Palace from December 31st to January 7th, under the auspices of the American Motor Car Manufacturers' Association. The committee found that the only available space at the Grand Central Palace show comprised 2,000 square feet, whereas, judging from all the facts known, the motorcycle exhibit will occupy fifty spaces, necessitating a floor area of 5,000 square feet. This is the absolute minimum, and, judging from conditions, the motorcycle exhibit will occupy about 7,000 square feet, the makers of motorcycles alone taking up 5,000 square feet.

In addition, it was found that at Madison Square Garden, all the ground floor space was taken by manufacturers of automobiles and accessories; in fact, the demand for space in the Garden was one-third more than the supply. It is true, of course, that there was space in the upper gallery, but the Show Committee at once turned down that proposition. This left the only available show space in the basement. Last year the motorcycle exhibit occupied 32 spaces; but the show management has arranged to extend the exhibit around the entire horseshoe in the basement. The motorcycle exhibit will be a separate proposition, placed entirely in the basement, and all the stands will be together, that is, one adjoining the other. The show management of the Garden has promised to make this feature of the exhibit as attractive as possible and to widely advertise it. Therefore, taking all the conditions into consideration, the Show Committee endorsed the Garden show and at once telegraphed their members.

At the Garden show ten or twelve firms have already applied for space, and of the fifty spaces available, twenty-seven have already been taken. Application for spaces closes October 1st, but, upon representations by the committee, Manager M. L. Downs extended the date to October 5th. Keeping in mind that twenty-seven spaces have already been taken, any firm who wishes representation in the Garden should at once telegraph or write their application for one or more spaces. All the information as to sizes of space, etc., will be furnished by M. L. Downs, 7 E. 42d St., New York City.

It may be added that no allotments of space have yet been made, but that those firms who exhibited last year will have the preference. In conversation with some of the firms who exhibited last year in the motorcycle division, MOTORCYCLE ILLUSTRATED learned that they had splendid results, one firm admitting that they booked over $80,000 worth of business. This may seem an extravagant figure, but it must be remembered that the exhibition of automobiles and the extensive line of accessories connected therewith attract automobile and motorcycle dealers from all parts of America.

As regards the Chicago show, S. A. Miles, Manager, also 7 E. 42d St., New York City, the following facts were learned: Several motorcycle manufacturers have already taken space, and the Show Committee had been previously informed by members of their association that they very much favored a western show because of the rapidly growing interest in motorcycles in the middle and far west. The closing date of this show is October 5th, but it is certain that this date will be extended until after the motorcycle Show Committee have seen Manager Miles. This show will be held at the Chicago Coliseum and Armory on February 6th to 15th, and no doubt the motorcycle section will be a strong one. The Show Committee representing the association were W. F. Remppis, Reading-Standard Co. (chairman), S. E. Fretz, president of the Light Mfg. & Fdry. Co.; Earle L. Ovington, Ovington Motor Co.; Joseph Goodman, *Bicycling World*, and F. P. Prial, of MOTORCYCLE ILLUSTRATED.

F. A. M. AND N. A. M.

Statement by President Ovington

EDITOR MOTORCYCLE ILLUSTRATED: For the good of the cause, I have up to this time purposely avoided making any public statement with regard to the F. A. M. vs. N. A. M. controversy. Ever since my election as President of the Federation of American Motorcyclists I have been working with one object in view, to have only one organization; but, needless to say, many obstacles have arisen in my path. Loyal F. A. M. members and other interested parties need have no fear that I am groveling before the N. A. M. I have realized for some time, however, and realize now more than ever, that for the good of motorcycling there should be but one national organization in America, and that no other organization, however small, should claim in any way to exercise a controlling interest on motorcycling in this country. In comparing the F. A. M. with the N. A. M., however, I have not lost sight of the fact that the F. A. M. is by far the larger and stronger of the two organizations. In fact, there is no comparison whatever between the F. A. M., with its membership of over 1,500, and the N. A. M., with a membership of a couple of hundred.

It is needless to say that, with such a great difference between the numbers on the membership list of the two organizations it is not fear which actuates me to bring the members of the N. A. M. into our Federation. I am fully aware of the fact that, if it comes to a fight to the finish, there is no organization in the United States which can in any way make the position of the F. A. M. less secure. Any motorcycle race meet in America today not sanctioned by the F. A. M. would prove practically a fizzle as far as record time is concerned, for the best riders are either F. A. M. members or are registered with the F. A. M., and are careful not to enter a meet unless it has the F. A. M. sanction. At the same time it seems to me that we are in the position of the victorious gladiator, who has his enemy in his power and looks to the general verdict as to whether it shall be thumbs up or thumbs down.

My efforts to bring the members of the N. A. M. into the F. A. M. culminated in my visit to the annual meet of the N. A. M. at Waltham in early September. There I met the officers of the National Association of Motorcyclists and several of their prominent members. I was present at their annual business meeting, where an affiliation with the F. A. M. was discussed, and I must say that I came to a very fair understanding of the matter; and if the subsequent resolutions had been constructed along the lines discussed at the business meeting at which I was present there would be no N. A. M. today. I do not care to state at this time the plans by which we proposed to bring this state of affairs about, but I merely make the statement that in all of my negotiations I was very careful indeed not to make any move not strictly in accordance with the constitution of the F. A. M. If the arrangement which had been practically decided upon at the meeting at which I was present had been followed out, it would not have been necessary for me to call a special meeting of the Executive Committee of the F. A. M., since I proposed doing nothing in violation of our constitution.

Unfortunately, as it turned out, there was not sufficient time to bring the matter to a head and draw up the resolutions the first day of the business meeting, and on the second day it rained so hard that I did not believe there would be any representatives at the postponed meeting, which was held in a suburb of Boston. The result was that I was not present at this meeting when the written resolutions were adopted. I knew nothing whatever about these resolutions and saw them for the first time in print in a motorcycle publication. As these resolutions, as they then were drawn up, do me an injustice, I must say something in self-defense.

In the first place, let me state that to my best knowledge and belief, these resolutions are the product of one man, namely, the President of the N. A. M. Although a man of executive ability, he has never really ridden a motorcycle in his life, and, furthermore, is not connected with the motorcycling trade. It can hardly be expected, therefore, that his knowledge or interest in motorcycling could be very great. As far as his "resolutions" are concerned, the first time I read them they seemed laughable in the extreme. To read over these resolutions you would think that I had crawled on my hands and knees before the N. A. M. and had begged with tears in my eyes that they become consolidated with "the insignificant little organization" of which I have the honor to be President. The President of the N. A. M. loses sight of the fact that his organization was the first to mention the matter of an affiliation, and that an affiliation was desired not only by a large majority of his officers, but by the members of the N. A. M. themselves. On the other hand, the majority of the officers of the F. A. M. are against having any negotiations with the N. A. M.

Let us consider for a moment the very first sentence of the resolutions. This sentence is as follows: "Whereas, the high standard of an ideal, equitable and honestly representative organization for the control of the sport of motorcycling, so consistently contended for by the members of the National Association of Motorcyclists," etc. To me this statement seems laughable when I recall that, in glancing over the printed program of the races held at the annual meet of the N. A. M., I came across the name of C. A. Libbey entered in practically all of the events. It is a well known fact that Libbey is an out-and-out professional, and has lived from the proceeds which he has received from pace-making.

Noticing his name, and knowing his record, I called the Referee of the meet over and asked him if he did not acknowledge that Libbey was a professional. He stated that there was not the slightest doubt in the world about the matter. I then asked him why this professional was allowed to compete in amateur races, and my question could not be answered. The result of it was that Libbey was called off and not allowed to race; but if I had not been on the spot and brought the matter up every amateur who raced in the annual meet with Libbey would have been professionalized, and not only under the rules of the F. A. M., but also under the rules of the N. A. M. itself. Such a state of affairs is almost unbelievable, but it is an actual fact. I hold one of these programs wherein Libbeys' name is printed among a large number of so-called amateurs. When I asked the President of the N. A. M. how such a state of affairs could exist I received no reply.

When it comes to the conditions upon which the N. A. M. seeks entrance into the F. A. M. they evidently lose sight of the fact that we have such a thing as a constitution. These conditions state that N. A. M. members are to be given full membership privileges in the F. A. M. until the date of expiration of their N. A. M. cards. Why should a man who has joined an organization which costs only $1 to enter be given free membership into an organization which is acknowledged by the large majority of motorcyclists in America to be the national organization, and which charges twice as much for entrance? Why should we give, free of charge, to an N. A. M. member that which we charge $2 for when his brother motorcyclist wishes to join? Why should we bind ourselves to respect the amateur and professional rules of the N. A. M. when we have never acknowledged that they exist, and when the rules are treated with so little respect as to allow an acknowledged professional to compete with amateurs?

Those who read the N. A. M. resolutions in a recent issue of Motorcycle Illustrated must have thought that I, as President of the F. A. M., had taken leave of my senses when I agreed, according to the statement in these resolutions, to so forget my position and loyalty to my cause as to drag the F. A. M. emblem in the dust and allow it to be trampled upon by an organization whose influence in America is so small that it is hardly worth serious consideration. As stated before, the only reason why I considered an affiliation for a moment was to do away with discord forever with regard to governing the motorcycling sport in America. And by an affiliation I do not mean meeting the N. A. M. and treating them as an organization of equal power and position. My original idea, and one that I have held to all along, is to treat them as a club and allow them to become affiliated with the F. A. M. in very much the same manner that a local motorcycle club could become affiliated. Along these lines I believe the matter had been practically settled during the first half of the general meeting in Waltham, and no one was more surprised than I was to see the printed resolutions themselves, filled from beginning to end with absurd misstatements and embellished with fireworks.

Many of those motorcyclists who, not understanding the true condition of affairs, had joined the N. A. M., have since come into the F. A. M. fold. As I was standing on the track at the time the N. A. M. meet was held in Waltham, a motorcycle dealer, formerly an N. A. M. member, came up and gave me $2 and signified his desire to join the F. A. M. Personally, I should be glad to see this controversy settled in an amicable way, if possible; but, when it comes to a question of the survival of the fittest, no disinterested authority who is thoroughly posted on the two organizations, will have any doubts as to the outcome.

Very truly yours,

Earle L. Ovington,

President of Federation of American Motorcyclists.

New York, September 28, 1908.

F. A. M. WESTERN DISTRICT ORGANIZATION

PRESIDENT JOHN R. BALL, of the Western District, F. A. M., has taken hold of the affairs of this branch of the Federation with a vim. At a meeting of the district, held in Chicago, at the rooms of the Chicago Motorcycle Club, on Michigan avenue, Saturday, September 12th, at which a representative gathering from all states of the district was assembled, the local organization was effected, in accordance with the provisions of the new F. A. M. constitution and by-laws. Officers were elected, and a district constitution and by-laws were adopted similar to those of the national organization.

President Ball presided at the meeting. Dr. S. W. Fahrney was elected vice-president, and I. H. Whipple treasurer. There was no election of a secretary, I. F. Alofsin holding over in that position temporarily. The constitution and by-laws, submitted by Mr. Alofsin, as chairman of the committee, were read and adopted. In it standing committees are provided for to look after competitions, tours, good roads and legal matters. The district intends to conduct annual speed trials, endurance contests, hill climbs, etc., designated as District Championships, and to be run in conjunction with local clubs. A second meeting is planned for the coming month, at which time committee appointments will probably be announced, a secretary elected and other unfinished business transacted.

The organization of the Western District at this first meeting will enable its president to proceed in the appointment of members to fill the various committees, as well as the selection of the State Commissioners, or representatives on the Executive Committee, one from each of the seventeen states that comprise the District. In reference to these appointments President Ball said: "I want to be extremely cautious in making the appointments for State Commissioners, as well as those for the standing committees, and in that manner be able to get the very best representation we possibly can." The following letter is an example of the "push" which is being put into the organization, and comes from the president's headquarters in Milwaukee.

I am pleased to be able to advise you that the general meeting of the members of the Western District of the F. A. M. which was held at the club house of the Chicago Motorcycle Club in that city on Sept. 12th, enabled us to start the permanent organization of this District.

By virtue of my election as Vice-president of the Western District of the national organization, places me as President of the Western District. The following gentlemen were elected to their respective offices at this meeting: Dr. S. W. Fahrney, as Vice-president; I. H. Whipple, Treasurer, and I. F. Alofsin, temporary Secretary.

In section 3, article 1, of the By-laws of the national organization, it provides that the Vice-presidents of their respective districts shall appoint a State Commissioner. Under the District By-laws, these State Commissioners, being members of the Executive Committee, enables them to voice the sentiments and to represent their members in the governing of this body.

Under these conditions, it is my desire that these appointments be made in a manner and in such a way that the different members in the various states will be represented by one who has the welfare of the organization at heart, and is in a position to keep in touch with all matters pertaining to the interest of the members of this organization. In districts where there are duly organized motorcycle clubs, I believe it will be well to have this matter brought up at an open meeting of these clubs and endorse some F. A. M. member at the different localities whom they could recommend for this appointment.

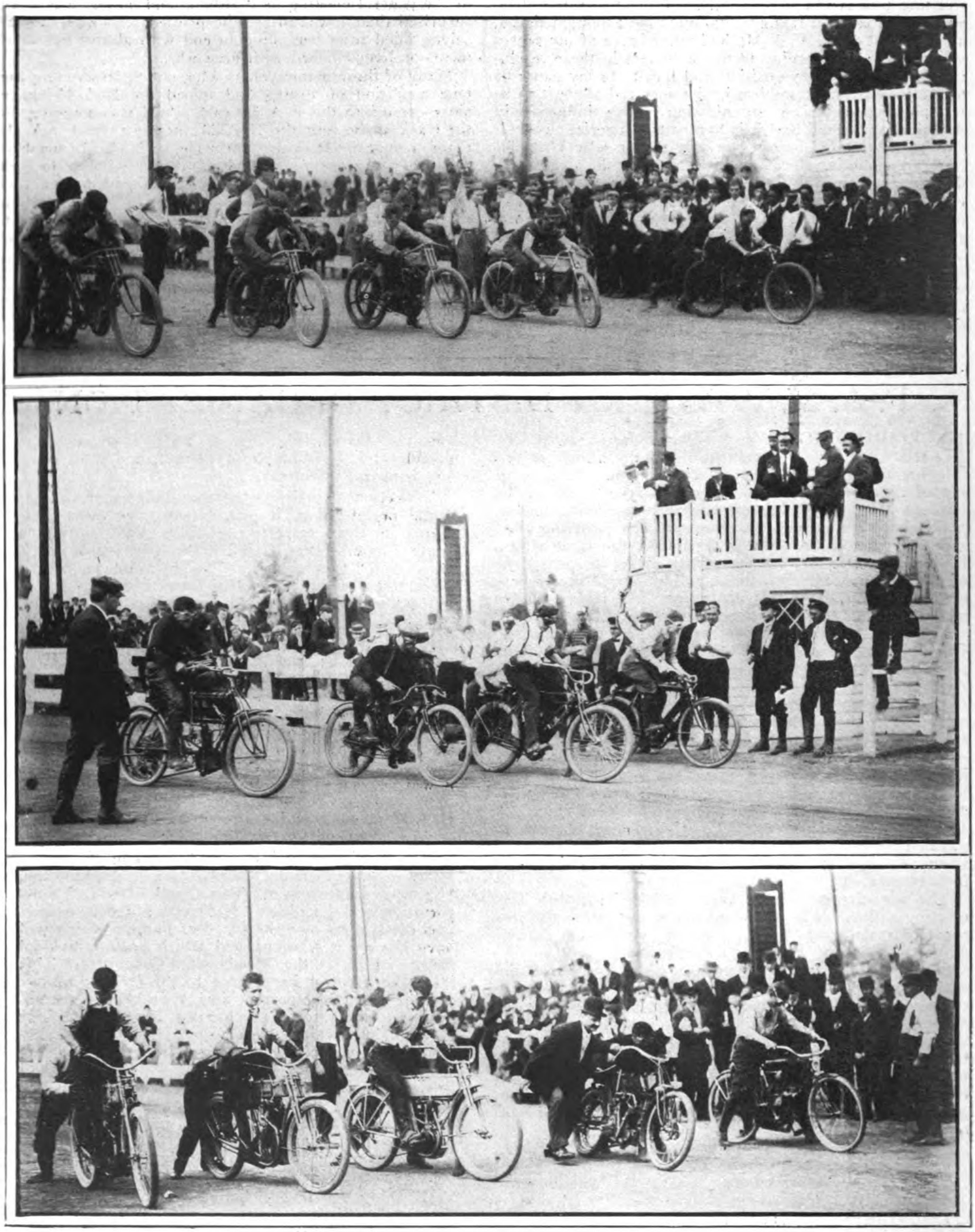
The district committees to be appointed are as follows: Membership, Legal Action, Competition, Highway Improvement, Tours and Hotels, Transportation and Facilities. Each committee is equally important in its own duties. But the one which will have the greatest scope and which each individual can assist in, is the Membership Committee. This is of the greatest importance to the welfare of our organization at the present time, to increase the membership to the greatest number possible. Inasmuch as this district covers a very large area, it will be impossible for me to expect to come in personal contact with the interests of the far-lying states, and I shall be exceedingly grateful to each and every one of you who will assist me in making any timely suggestions regarding the F. A. M. interests in his own territory and particularly recommendations for the appointments of the various commissioners and committee members.

Thanking you in anticipation of your early attention to the above request and your ultimate support covering the general scope of this organization, I remain,

Yours very truly,

John R. Ball,

Pres. West. Dist. F. A. M.



AT THE MICHIGAN STATE FAIR TRACK, DETROIT

Start of the Five-mile Miss-and-out—Getting the "gun" in the Free-for-all—Ready for the start in the five-mile for stock machines.

DETROIT RACES: NEW RECORDS

A TRACK that was almost perfect, splendid weather and about 4,000 spectators, all contributed toward making the first annual race meet of the Detroit Motorcycle Club, held at the Michigan State Fair track (Detroit) on Sunday, September 20th, very successful. There was just one drawback, the lack of experience the club members evidenced in conducting the events. It was their first big race meet, and possibly some excuse can be offered. It is well known how difficult it is to score and time a handicap event. Nevertheless, competitors and spectators are disappointed when things don't go just as they ought. There was an absence of accidents, notwithstanding the exceptionally fast time made in the large fields. Treahey took a spill while riding at full speed, but sustained no injury aside from a sprained knee-cap. The track was lightning fast, and it got so, after the first two events, that spectators considered anyone traveling the mile circuit in over a minute a "loafer."

MAKING RECORDS IN THE TIME TRIALS—KELLOGG AND HUYCK

Two records were established, or rather, one was broken and a new one was made. In the 5-mile time trials Kellogg covered the distance in 4.43 1-5 and Huyck did it in just one-fifth second more, both on 7-h. Indians. This betters Derkum's time, made in Los Angeles last February, by 4 1-5 seconds. Huyck also, in the 11-mile event, covered the distance in 10.11 2-5, and the 10 miles in 9.17 2-5. This beats Kellogg's time at Buffalo this spring, 9.40 for the 10 miles, and established a new record at 11 miles.

In the first event, Kellogg, on a 2¼-h. Indian, won hands down, over half a mile ahead of his nearest competitor. In the second, Fred Voelker, of New York, took the lead at the start on a 6-h. N. S. U. and beat out the field. Kellogg got a poor start and it was only by the tallest kind of hustling that he managed to capture second place. It was the third event, an unknown distance race, that furnished one of the sensations of the day. Freddie Huyck cut out the pace on his big 7-h. Indian. The judges had fixed on 11 miles as the distance, and Huyck made it in 10.11 2-5, doing the first 10 in 9.17 2-5.

The next event was for local club members only and was won by Butler on a 3¼-h. Excelsior. In the 5-mile record trials Kellogg and Huyck cut out some exceptionally fast time. Kellogg was caught at each lap as follows: 57 1-5, 57, 56 3-5, 56, 56 2-5, a total of 4.43 1-5. At the finish Huyck was just one-fifth second behind. After recalling the first start in the miss and out race for singles and starting the event over again, Huyck ran away from the bunch on a 4-h. Indian.

It was in the last event, a 25-mile handicap, that the officials tackled a bunch of trouble. Of course, none of the spectators knew who was which, and at the finish the five judges could not agree. Three of them placed Turner, from the 1 minute mark, first, with Kellogg second and Huyck third. The local newspapers got the story: Huyck, first; Kellogg, second, and Turner, third; while MOTORCYCLE ILLUSTRATED'S correspondent reports the final decision as: Huyck, first; Turner, second, and Kellogg, third. No time was secured.

Summaries: Five-mile, for stock machines not exceeding 23.0 cu. in. piston displacement—Kellogg, 2¼-h. Indian, first; Reichenback, 1¾-h. Indian, second; L. A. Buschewsky, 3-h. R.S., third; Voelker, 3-h. N. S. U., fourth. Time, 7.02.

Five-mile, for stock machines not exceeding 48.50 cu. in. cylinder capacity—Voelker, 6-h. N. S. U., first; Kellog, 5-h. Indian, second; Crolius, 3½-h. Harley-Davidson, third; Treahey, 3½-h. Harley-Davidson, fourth. Time, 5.51 2-5.

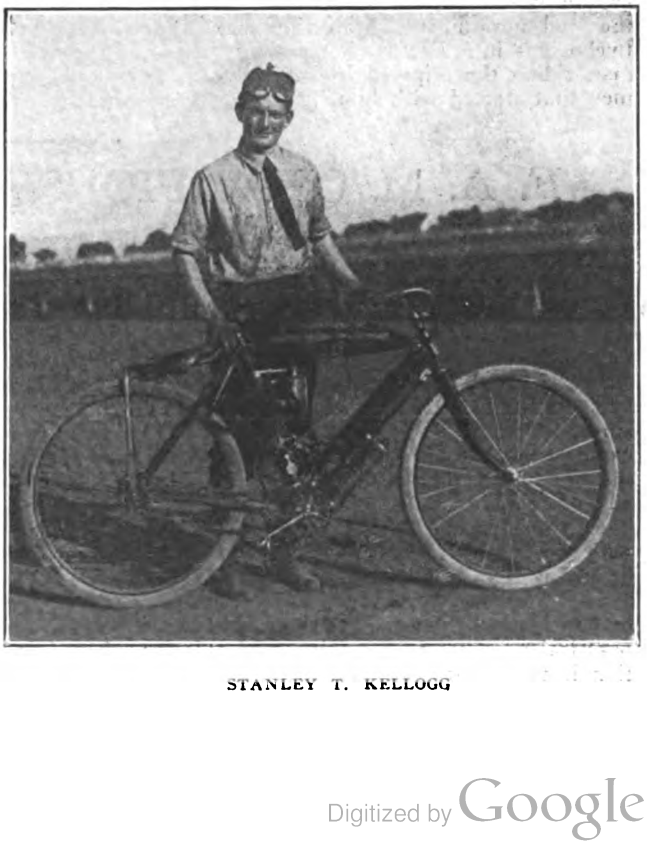
Unknown distance race, free for all. Judges fixed limit at 11 miles—Huyck, 7-h. Indian, first; Turner, 6-h. Merkel, second; Voelker, 6-h. N. S. U., third; White, 4-h. Merkel, fourth. Time, 10.11 2-5.

Five-mile, club members only, stock machines, not exceeding 30.50 cu, in. cylinder capacity—Butler, first; Clark, second; Leverton, third (all on 3¼-h. Excelsiors); Kirk, 3½-h. Merkel, fourth. Time, 6.00.

Five-mile record trials—Kellogg, 4.43 1-5; Huyck, 4.43 2-5 (both on 7-h. Indians).

Miss-and-out for single cylinder machines—Huyck, 4-h. Indian, first.

Twenty-five-mile handicap—Huyck, 2¼-h. Indian, first (10.15 mark); Turner, 6-h. Merkel, second (1.00); Kellogg, 7-h. Indian, third (scratch). No time taken. Conflicting reports of results, as above stated.



STANLEY T. KELLOGG

A WESTERN ENDURANCE RUN

THE 400-mile endurance run that was held by the San Francisco Motorcycle Club was probably the hardest run ever given in the West, and one of the most severe tests for motors. The route was from San Francisco to Fresno and return, 200 miles each way.

On Tuesday morning, Sept. 8, twenty-two machines, of twelve different makes, both foreign and American, lined up at the City Hall in Oakland. At seven o'clock three of them were started out on the long trip. In ten minutes three more were started, and so on until all the boys were gone. The road lay through the center of Oakland, out past beautiful Lake Merritt, and on through the towns of Fruitvale, Melrose, Elmhurst and San Leandro. Just before entering Haywards the road turned sharply to the left and led up through Castro Valley, where the first stiff climb was encountered—the Dublin Grade. After ascending to the top the road wound around through the hills for about seven miles, and then dropped down to the level of the San Joaquin Valley.

After riding one hour and thirty minutes Livermore came in sight; here the machines checked up, and once more were off on their long run. The next stop was Crows Landing, fifty-four miles away; it was on this stretch that one of the boys, riding a twin Indian, had a nasty fall that knocked him out. It was some time before he came to; but when he did it was not long before he had the motor straightened out and was once more on the road, minus both pedals, half a dozen spokes and with a broken brake. He gamely stuck on in spite of some of the others' advice to get to the nearest station and ship home. Only a few of the riders arrived at Crows Landing on time, most of them coming in from five minutes to one-half an hour late.

Leaving Crows Landing, the next town was Newman. There one-half hour was allowed for lunch, and from there the road lay through a great grazing country, dotted here and there by ranch houses. The route continued on through the little town of Dos Palos and into Mendoto, and then out across the desert. Here the most terrible part of the journey was encountered. With no water to drink, and terrible heat, it was simply a torture to ride. Then came seventeen miles of the hardest kind of riding, through sand and dust that would often come up to the engine base. Night soon approached, and darkness made the road more difficlt. Man after man dropped out. Only twelve got into Fresno, but among them was the young man riding the crippled Indian; in fact, he beat the two men that started with him by twenty-three minutes. All the machines were locked up for the night and the tired riders hied themselves to bed. Only one man had arrived in Fresno with a perfect score, W. Merryweather, mounted on a single-cylinder Thor.

The following morning showed up bright and clear, and all hands were ready to start on the homeward trip. At seven o'clock the first boys were started out and it was not long before we were all on our way, using up about two hours of precious time crossing that awful desert, before we reached Los Banos, signing up here, and, filling up our tanks with gasoline and oil, we headed for home once more. Five miles out we came to the little town of Volta, and here we took the road to the left. It wound its way through the foothills, till finally a stiff grade was encountered, so steep that all the singles had to be pedaled up to the top of the pass; but there the road led for thirty miles down grade into the little town of Gilroy. It was in this pass that the Indian twin, which was making such good time, handicapped though it was, lost time. Having neither pedals nor brake, the rider lost control of his machine on the grade, crashed over the bank and slid about two hundred feet over the cliff. He lost a lot of time dragging the motor up to the road, but he gamely stuck to his task, and, after adjusting things to suit him, once more started out.

From Gilroy a splendid road led for thirty miles into San Jose, and after checking up and refilling tanks, we left once more for the last leg of our run, into San Francisco (fifty-two miles), through the Santa Clara Valley, through Redwood City, Palo Alto and San Mateo, and over the beautiful boulevard into Colma, then on to the Mission Road and in to the city, up through the center of town to the last control. Following the leaders by about twenty minutes, in came the Indian twin, crippled and scratched almost beyond recognition, but there, just the same. Just one rider came in behind him, making a total of seven that finished, all American. Not a foreign machine completed the trip. Following is a list of the seven machines which came through:

Machine.	Rider.	Points.
Curtiss (Twin)	Karslake	975
Thor (Single)	Merryweather	969
Thor (Single)	Stone	818
Indian (Single)	Ebken	723
Merkel (Single)	Heise	615
Indian (Twin)	Chapman	529
Merkel (Single)	L. Heise	491

F. A. M. CHAMPIONSHIPS AT MORRIS PARK

IN connection with the experiments which the Aeronautical Research Society will conduct at the Morris Park Racetrack in New York City, the F. A. M. National Championships at one, two and five miles will be run off on Election Day, November 2nd. These are the championship events which have been held open ever since July 4th, on a sanction granted to the F. A. M. 1908 Meet Club for that date. The club has hung on to them ever since, all statements to the contrary notwithstanding. It came somewhat as a surprise last week, however, when the announcement was made that the Meet Club would run off a card of five events at the Morris Park track. This track is in horrible condition at present—covered with weeds and grass—and it is doubtful whether it can be put in first-class condition in the time available.

The Aeronautical Society will conduct a lengthy series of experiments in an earnest effort to make serious and practical progress in the science of aviation. The intention is to emulate the method of the foreigners, who all flock to one experimental grounds whenever trials are in progress. The helicopter of William R. Kimball, the aeroplanes of C. W. Williams, C. J. Hendrickson and others, as well as the experimental apparatus, including the June Bug, which Glen H. Curtiss, the motorcycle manufacturer of Hammondsport, N. Y., operated so successfully last spring, will be on the grounds. If plans now under way are carried out, the New York Motorcycle Club will tender a banquet to Mr. Curtiss. He is a member of the club, and it naturally feels proud of his achievements as one of the foremost aviators of this country.

MISS GERTRUDE E. WILSON was elected an honorary member of the Worcester Motorcycle Club at the regular meeting on September 18th, held at the camp of Lieut. Charles E. Hitchcock. She has been on several runs, riding with W. H. Tannerbring, whose machine is fitted with a tandem attachment.

NEW YORK M. C.; THREE SUNDAY RUNS

Members of the New York Motorcycle Club have been enjoying both strenuous and mild mixture of Sunday riding during the past month. September's weather has been ideal, just a little bit too dry, maybe. The lack of rain for such a length of time has dried up the roads and parched the vegetation, but a stanch and true N. Y. M. C. man doesn't mind a little thing like dust. In fact, there are some who seem to glory in it. There hasn't been a wet Sunday since the one preceding Labor Day, and every run has been well attended and most successful in every way. Because each individual has his own plans laid out to embrace an opportunity for three days' riding, such as was afforded on Saturday and Sunday and Labor Day, Sept. 5th to 7th, no club runs were called, and the members went off on their own hooks, in some cases two or three together, and each party had its own story to tell on its return. On the 13th there was a "Century" to Sayville, in which the boys joined the C. R. C. A. and had a most pleasant little jaunt down Long Island and back, over splendid shell-roads for the greater part of the distance. Then, there was the run to Mt. Peter and Newburg, N. Y., on the 20th, and the big run to Cranbury, N. J., on the 27th, where some twenty-five Philadelphia riders joined the merry party for dinner. All told, it has been a fine month of sport, with journeys that were instructive as well as pleasant, and the stories some of the boys tell will bear repetition many times over during the coming winter.

AT CRANBURY, N. J.

The "Century" on Sunday, the 13th, was a most delightful little affair. It was a sort of go-as-you-please run, as far as the motorcycle division was concerned, though Captain Wehman tried to vary the monotony of Long Island's splendid roads by taking the riders through some sandy stretches. It is pretty safe to wager that the bicyclists, who had started some two hours earlier, did not push through some parts of Henry's route, neither did some of the motor riders—the ones who knew the way around. To make the hundred miles was play to nearly all of the old-timers who showed up, only some three or four falling out because of mechanical difficulties.

At Sayville some 80 of the contestants turned up for dinner. Tire troubles had played havoc with the bicyclists, so that there were almost as many motorcycles as there were push-bikes at the dinner stop. The return trip was rather uneventful, though made in much faster time than the run out, and at Bedford Rest neat little silver medals were waiting to be carried off as souvenirs by those who had qualified for the honor of being called a "Veteran."

"Hen" Wehman was again on deck the following Sunday, the 20th, to pilot the Brooklyn and New York City members of the new Linden M. C. and N. Y. M. C. over Mt. Peter to Newburg. From there the trip back to New York was scheduled by boat. The Honorable Secretary was slow in rounding up his Brooklyn riders, however, and it was long past the specified starting time when he crossed the East River with them—just nine strong. All but two were lost, strayed or stolen before Fort Lee ferry was reached. The N. Y. M. C. members caught the 8.30 ferry, that is, eight of them did. Three more arrived at the landing just in time to see the boat pull out.

It was a shame the way that small but select party got broken up. At Suffern the first division waited for half an hour for the others, and then tried to find Mt. Peter without the help of their volunteer pilot. The attempt was a failure, however, and after losing three more members along the road, the remainder found themselves about ten miles off the course at the southern end of Greenwood Lake. It was then 2 o'clock, and the six hungry New Yorkers revived their drooping spirits with a substantial dinner each, and, without waiting the customary one hour to let it digest, the road toward Newburg was taken up. This was a fast little jaunt of 30 miles, after the first 10 over the country roads around the lake had been covered, but it was not made quite fast enough to catch the boat.

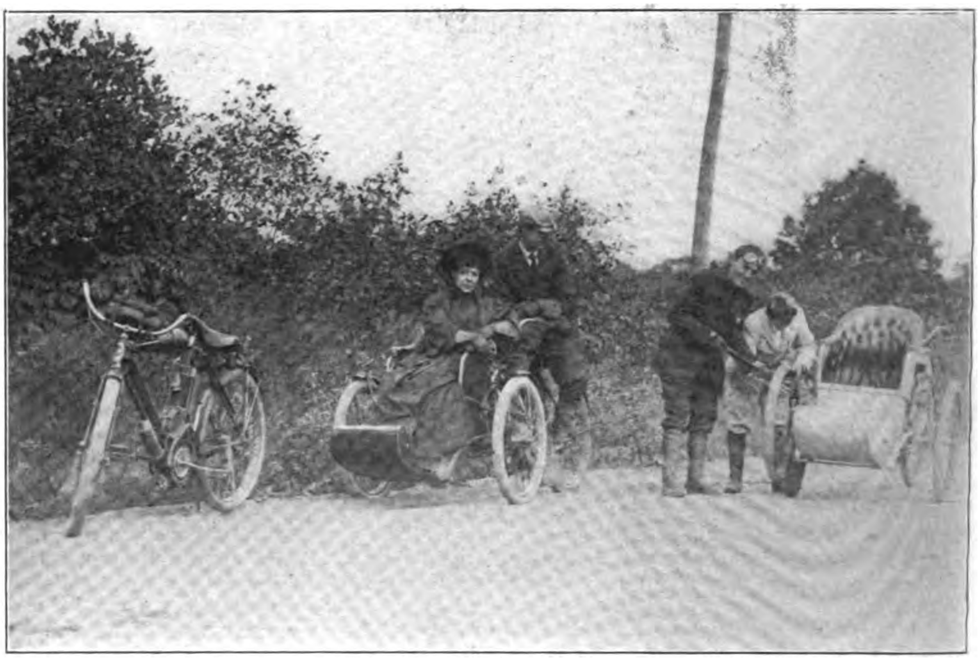
No one was really to blame, though it was tried to shoulder the responsibility on Toepel because of the puncture in his rear tire, that wasted 15 good minutes. All hands were equally guilty, as it had been the plan to catch the 6.30 boat if the 6 o'clock one was missed. It never

CONFETTI GUIDES—SLEICHER AND CHAPPLE

entered anyone's head for a minute that there was no 6.30 boat after the summer season ended on Labor Day. So it was a case of take the freighter, which left at 9 p. m., or stay in Newburg overnight and ride back in the morning. This freight steamer was supposed to dock at New York about 1 a. m. the next morning (Monday), which would have been all fine and dandy. But did it? Not so. It was 3 a. m. when it landed, and nearer 4 o'clock before "Mike" Toepel had fixed another puncture and the start for "Home, Sweet Home" and the trundle bed was made.

While partaking of a frugal (?) repast at Newburg, before the boat left, three more wanderers strayed into town and past the restaurant where their fellows were enjoying themselves. One was under tow at the end of a clothesline, and the tale the three told would have moved a more sympathetic audience to tears. They had been over Mt. Peter. Henry, the pilot, showed them the way. And when he got them there, after some little physical exertion on their part, it must be confessed, he ran away and left them. Well, of course, he explained that Mrs. W. was waiting at the boat, the 6 o'clock one, for him, and he simply had to make it or take the consequences. He didn't fancy facing the music in the latter case.

The three lost ones landed in Newburg just in time to get some supper and catch the freighter. Of course, the addition to the party made it somewhat of a jolly bunch, but all the fun had been knocked out of them before they hit "Little Old New York" the next morning. Take the advice of one who has been there, you riders, and don't come home by way of the Central Hudson. But even that might have been worse. It is said, too, that there were another two or three riders who did not get home till Monday afternoon. How such a thing could be possible is hard to figure out, but until the suspected ones are tried and proven guilty, the less said the better.

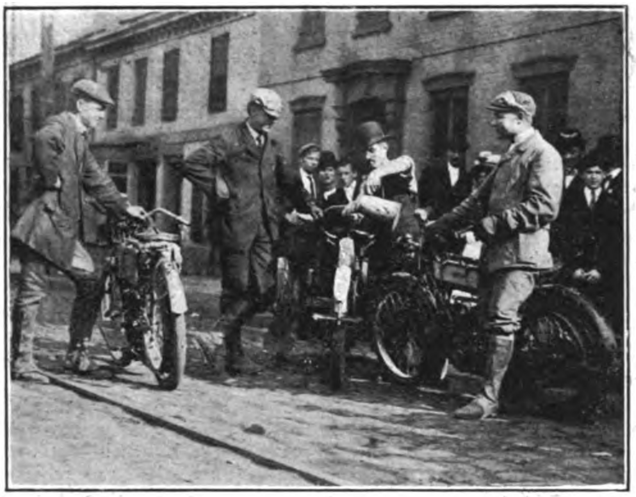


LENDING A HELPING HAND

The annual run, at which the Philadelphia boys are invited to come half-way and partake of dinner with the Manhattanites, was held last Sunday, Sept. 27th. The crowd that left the Battery, in New York City, on the boats leaving for Staten Island, at 8, 8.30 and 9 a. m. was made up, for the most part, of N. Y. M. C. members, with some from the Linden Club, of Brooklyn, and a few from the Harlem and Concourse Motorcycle Clubs, both from the upper end of New York. Of course, where forty odd riders set out together, there is bound to be some stragglers, those unfortunates that are beset with tire troubles and overcome with mechanical difficulties; but, happy to say, of all who left New York, only three failed to reach the dinner stop.

This was made at Cranbury, instead of at Hightstown, as in previous years, where adequate accommodation was secured at the American House, called also the Temperance Inn. Here the forty from New York and twenty-five sons of Father Penn sat down to a good, plain, country dinner that Landlord Thomas had spread on the boards at 1 o'clock. It was a splendid gathering of riders, representative of the sport—jolly, care-free, young fellows, who were out for a good time, and they had it. The little village of Cranbury may have opened its eyes in mild surprise at the unusual gathering, a trifle noisy, to be sure, more or less dusty and dirty, of course, but observant of proprieties and fairly well behaved. There was a wait until dinner was served, which gave everyone a chance to clean up and rest up. Then the extra time was utilized in posing for the photographers. Pictures were snapped of the riders ensemble, of them with their machines, grouped in and around the big automobile that the Philadelphians brought along with them, and in other positions. Then the confetti scatterers, Captain Chapple and J. A. Sleicher, of the New York Club, who had marked the course for the others during the morning, slung their canvas bags over their shoulders and had their faces "took."

Of course, there were the usual roadside troubles, both going and coming, and the little tricar, which was furnished by F. B. Widmayer, the New York Indian agent, with its willing crew and tool box full of plugs, tubes and



"TEN GALLONS, PLEASE"

other spares, helped out in many cases. Tire troubles were the usual hoodoo. One rider got into Perth Amboy, just across the ferry, at three o'clock in the afternoon, where he met the leaders coming back. He had spent the whole morning fixing punctures, had his rear wheel out twice and the tubes out five times. Another had a peculiar thing occur as he was coming home. His belt flew up in the air, and his engine raced like mad for an instant. Those who were riding with him saw some bright object shoot down and off the road into the bushes. When he stopped his engine and brought his machine to a standstill it was discovered that the "bright object" must have been the engine pulley, for that was the only missing part. To find it was another matter, and, hunt as they would, three men couldn't locate it. Finally a little girl picked it up and brought it back.

A band brake fastening worked loose on another machine and ripped ten spokes out of the rear wheel before its rider managed to bring the machine to a stop. Another man narrowly escaped a tumble when a big white rooster started across the road in front of him, and after running alongside the machine for a hundred feet, jumped straight into the front wheel. There was not enough chicken left in about three seconds to make mince-meat from. If the pace had been slower than the twenty-five mile one that he was traveling it is pretty certain that the rider would have taken a pretty tumble.

And so it went, all day long, one thing after another; some amusing, some troublesome, but none serious. Perhaps the funniest thing that occurred was the attempt of some half-dozen riders to thread their way through a litter of pigs that ran out into the road ahead of them. The little porkers weighed maybe 35 or 40 lbs. each, and it would have meant trouble to hit one. There was an exciting moment till they were chased off the road by one of the boys who managed to head them. It was a happy and contented lot of riders that finally strayed into New York in the evening. The roads were fine, the weather just cool enough to be pleasant, and everyone felt at peace with the world. The run was a huge success, and was so proclaimed by a unanimous vote.

THE stiff climb up Mount Greylock, the highest point in the state of Massachusetts, was made a few weeks ago by two R-S riders. This mountain is 3,500 feet in height and its summit is sixteen miles from Pittsfield. It is in the State Reservation, and the road to the top, while not macadam, was built by the state. On the nearly level portions it is gravel and on the steep grades crushed stone.

The climb was made by J. A. Finkle of Dalton and William Stone of Pittsfield. They started from Plunkett street in Pittsfield and reached the summit over the new Rockwell road, in 1 hour 15 min. These are the first motorcycles that have ever reached the top of the mountain. Stone dismounted from his machine but once going up, that being for the purpose of opening a gate which bars the road at one point. The return trip down the mountain was made in 1 hour 5 min.

FOR some time Wichita, Kan., riders have been contemplating organization, and this was effected at a meeting on Sunday, September 20th. C. D. Andrews was elected president and F. W. Hockaday, vice-president, the other offices being held open until the next meeting. There were about 50 motorcyclists present, and it was decided to name the new organization the Wichita Motorcycle Club. Regular meetings will be held every week at the store of the Wichita Bicycle & Sporting Goods Co., and it is planned to hold weekly runs and a series of races, etc.

PORTCHESTER, N. Y., now boasts a motorcycle club. Though young and small in number, its riders are all enthusiasts and expect to make the club a factor in its section. At present there are no dues, and the meeting place is Kapp's motorcycle store. The club membership to date is: George Pinckney, Harry Dupont, Samuel Schiller, Harry Angelo, Frank Miller, Thomas Salkowsky and Clarence Wilson.

A SLIGHT change may be made to advantage in the route to Greenwood Lake as it was given in the August 15 issue of MOTORCYCLE ILLUSTRATED. Instead of turning at sign reading "Echo Lake, 2 miles," continue two miles up the road to a sign, "Idle Ease Inn and Greenwood Lake," and there turn right. This signpost and turn are both rather hidden and are easily missed, but are located immediately beyond an old hotel, which sits back and above the road, on the right. The roads are better beyond this turn and are not so winding. There are not so many turns and the way is more easily followed.

THE Misses Smith, shown in the photograph, are residents of Dana, Mass., and both are enthusiastic motorcyclistes. They own an '08 Royal, and sometimes take short spins on it together. They were caught by the camera artist just as they returned from one of these little jaunts.

SIX THOUSAND AT LOS ANGELES MEET

A CROWD of six thousand people at the race meet of the Los Angeles Motorcycle Club on Sept. 9th, at the Agricultural Park track, saw the breaking of thirty-one records and the establishment of eight new ones. In the last event, a one-hour race, two local amateurs between them accomplished the feat. Raymond Seymour broke the ten, twenty, twenty-one and twenty-two-mile records; in the same race, J. Howard Shafer passed him at this point and broke every record from twenty-three miles to forty-eight miles, and broke the one-hour record by nearly eight miles. In addition to this, P. J. Q. Derkum rode a quarter of a mile in 13 seconds, a feat never before accomplished, but one which has no place in the record books.

The great event of the day was the one-hour race, in which all the records were broken. It was the last event on the program, but the crowd was so interested in the fine racing which had gone before that hardly a handful of people left before the start. After the start the exhibition was so exciting that no one left.

Thirteen riders came to the tape, the greatest number on the track in one race. Raymond Seymour took the lead after the second mile, and cut out a desperately fast pace. It seemed as though no one could stand the speed for an hour, but Howard Shafer and M. J. Graves closed up on the flying leader and stuck to him for mile after mile. Shafer challenged him for first place at the sixth mile, but could not oust him. Seymour flew on, doing ten miles in 10.29, establishing a new record.

At the thirteenth mile the first to drop out of the thirteen who started left the track, and a mile later another contestant disappeared. Seymour held his lead by feet only, for Shafer was in his dust all the way. Both were making the mile circuit in 1.02. Shafer was pressing Seymour hard, and at the nineteenth mile passed him in front of the grand stand. Seymour unlimbered all the speed he had, regaining the lead in the back stretch, and passing the tape on the twentieth mile in 20.51, breaking the record and taking the honor from Shafer by a scant foot or so. He continued in the lead for the next two miles, with Shafer less than five yards behind all the time. In the back stretch, after the twenty-second mile, he had difficulty with his machine, and was forced to stop.

Shafer then assumed the lead, and never lost it until he crossed the tape for the twenty-third mile in 23.59 3-5, breaking the record, and from then on he broke every record up to forty-eight miles, beyond which none had been established. Before the end of the hour, he covered 56 miles 660 yards, setting a new distance for the time, and establishing new time records for the miles from forty-nine to fifty-six. He was forced to stop once for gasoline, but so perfect was the work of his helpers that he was at rest only twenty-five seconds, and the round in which he stopped was only thirty-one seconds slower than the preceding one.

Meanwhile Seymour had lost two laps, but he started out to overtake the flying leader. He was never able to cut down the distance he had lost, and after thirty miles of grueling work, he finished in second place by exactly the margin that he lost during his stop. He covered in the hour fifty-four miles, itself a breaking of the old record by six miles.

Byron Beuneman, on a Minerva, gave a spectacular exhibition during the race. He had been lapped three times by the leaders, but he was still in the running and going strong, when, on his thirtieth mile, the nut holding his saddle came loose. Just in front of the grand stand the saddle flew off as he lifted his weight from it. He lurched for an instant, recovered and continued on. For the rest of the race he rode without a saddle, covering twenty-three miles with only the support his cramped legs and rear mud guard could give him. He covered fifty-three miles in the hour and was given third place.

After the race there was a protest, as the supporters of Graves contended that he was entitled to second place. In stopping for gasoline, and in keeping track of the passing and repassing of the riders, it was claimed that an error had been made.

The time made by Shafer, mile by mile, was taken, and will be attested by the officials. By five-mile intervals, after he came into the lead, his record is: 25 miles, 26.05; 30 miles, 32.31 3-5; 35 miles, 37.34; 40 miles, 42.45; 45 miles, 47.58 2-5; 50 miles, 53.11 1-5; 55 miles, 58.23 4-5.

Although overshadowed by the last event, the other races were remarkable. In the first race, five miles for single cylinders, E. L. Parmalee got away first, but Al Ward came up fast, assumed the lead, and won easily by a quarter of a mile, with C. W. Risden second and Parmalee third.

In the second race A. F. Mitchell got away in the lead and was never headed, although Ward gave him a hard tussle, and seemed about to pass him in the third mile. Mitchell won by a hundred feet, with Ward second and C. F. Hoag, nearly a half lap behind, in the third place.

In the club challenge cup for single-cylinder machines, the start was one of the prettiest of the day. M. J. Graves got the lead, but held it only for a mile, when G. Blaylock passed him. Graves hung on, and in front of the grand stand on the close of the fourth mile, regained the pole by daring riding. He could not get away from Blaylock, however, and just at the finish, in the most exciting dash of the day, Blaylock won by less than two feet.

Another exciting finish was in the five-mile free-for-all for single-cylinder machines. The start was a pretty one, in which Blaylock finally passed A. L. Wilson and took the pole, with Graves in third place. Wilson dropped out in the third mile, and Graves began to move up very fast. Blaylock held his lead until the finish, when Graves, who had been at his shoulder for a mile, pulled up even and ran him a dead heat across the tape.

Summaries: Five-mile, for fully-equipped stock single-cylinder machines having a piston displacement of less than 20 cu. in.—First, Al Ward (Thor); second, C. W. Risden (Indian); third, E. L. Parmalee (Thor). Time 6.17.

Five-mile, for fully-equipped stock double-cylinder machines having a piston displacement of less than 40 cu. in.—First, A. F. Mitchell (Simplex); second, Al Ward (Thor); third, C. F. Hoag (Indian). Time, 5.37.

Five-mile, for Club Challenge Cup, single-cylinder machines, open only to club members—First, G. Blaylock (Thor); second, M. J. Graves (Indian); third, E. W. Hoag (H. & H.). Time, 5.25.

Five-mile, for Club Challenge Cup, multiple-cylinder machines, open only to club members—First, G. Blaylock (Thor); second, Gus Fink (Simplex); third, F. M. Gungay (Curtiss). Time, 5.34 1-5.

One hundred yards, man against motorcycle—Harry Lightcap (Torpedo) won. Time, 11s.

Five-mile, free-for-all, single-cylinder machines—Dead heat between M. J. Graves (Indian) and G. Blaylock (Thor); third, E. W. Hoag (H. & H.). Time, 5.30 2-5.

Five-mile, free-for-all for multiple-cylinder machines—First, E. E. Earhart (Indian); second, Raymond Seymour (H. & H.); third, A. F. Mitchell (Simplex). Time, 5.08 4-5.

Australian pursuit race, free-for-all, single-cylinder machines, fifteen miles limit—First, A. L. Wilson (Merkel); second, M. J. Graves (Indian); third, Raymond Seymour (H. & H.). Time, 16.51 3-5.

Ten-mile, team relay race—Won by team composed of Howard Shafer, E. W. Hoag, M. J. Graves, Raymond Seymour and E. E. Earhart. Time, 12.23 4-5.

Australian pursuit race, free-for-all, for multiple-cylinder machines, 15-mile limit—First, Al Ward (Thor); second, Erwin Knappe (Reading-Standard); third, A. F. Mitchell (Simplex). Time, 13.09 1-5.

Five-mile, for stripped stock, single-cylinder machines having a piston displacement of less than 20 cu. in.—First, C. W. Risden (Indian); second, Frank McBride (R-S); third, Howard Shafer (Torpedo). Time, 6.14.

Five-mile, for Risden Challenge Cup, multiple-cylinder machines having a piston displacement of less than 40 cu. in.—First, E. E. Earhart (Indian); second, Howard Shafer (Thor). Time, 5.12.

One hour, free-for-all, first 25 miles for Bueneman-Lipsey Challenge Cup—First, Howard Shafer (Thor), 56 miles 660 yards; second, Raymond Seymour (H. & H.), 54 miles; third, Byrn Bueneman (Minerva), 53 miles. Bueneman-Lipsey Challenge Cup won by Howard Shafer. Second and third places in hour race protested.

SMART RACING AT SAN DIEGO

SOME very fast riding and closely contested events marked the race meet on the Coronado track at San Diego, Cal., on Monday afternoon, September 7th. The events were pulled off in rapid succession and there were no long and tedious waits between races. Barring an accident in which O. O. Taylor was seriously but not dangerously hurt, the meet was run in a very satisfactory manner, many expressions of praise of the management being heard. There was an attendance of only about 500 people, and the local club broke just about even on their expenses.

The handsome silver cup offered by the club was captured by James Urquhart, riding a 2¼-h. Indian, in the first race, a five-mile event for single-cylinder machines of less than twenty cubic inches displacement. The oxidized silver cup, also offered by the club, was captured by C. A. Sheppard in the five-mile open for twin-cylinder machines. He covered the five miles in 6.04 1-5. This was a pretty race and was hotly contested. Against Sheppard were pitted A. E. Lambla, Paul Kelly, Ben McLeran, all on 5-h. Indians, and Don Gordon on a 6-h. Curtiss. Sheppard crossed the line just one second ahead of Kelly.

Owing to the fact that the referee has to figure out the handicap and weight of each rider, and the size and horsepower of every machine, the winner of the ten-mile race for the Miramar cup has not been determined, but it was announced from the judges' stand that the event will be awarded to either James Urquhart, A. E. Lambla, the present holder of the cup, or James Scripps. This was also a particularly interesting race. There were eight entries, including J. G. Scripps, C. A. Shepard, Paul Kelly, A. E. Lambla, J. Urquhart, all on Indians; E. T. Clarke and S. P. Andrews on Reading Standards, and H. Hayward on a Racycle. Urquhart finished first, being only one-fifth of a second in advance of Lambla.

Another particularly interesting event was the ten-mile Australian pursuit race for twin cylinders. Five men started, in the following order: McLeran, Kelly, Lambla, Gordon and Sheppard, all on Indians except Gordon, who rode a Curtiss. Each man started eleven seconds after the other, and Sheppard, being the last, was forty-four seconds in the rear of the first man. Kelly passed McLeran on the first lap, and on the second lap Sheppard passed Lambla and Gordon, leaving it a contest between Sheppard and Kelly. Sheppard, however, passed Kelly after they had gone six and two-thirds miles. He then completed the lap, making the seven miles in 7.14. The best time of the day was made in the last event, the 25-mile handicap, by C. A. Sheppard, who covered the distance in approximately 27 minutes and 9 seconds.

Each race, with the exception of the eighth event, a five-mile handicap for twin-cylinder machines, was captured by an Indian. The eighth event was won by Gordon on his Curtiss. Sheppard, who took third place, covered the five miles in the best time, 5.37 2-5, while Gordon's time was 6.07. Kellly took second place, his time being 6.02 1-5.

Summaries: Five-mile single, under 20 cubic inches displacement—James Urquhart, first; A. E. Lambla, second; H. Howard, third. Time, 6.41.

Three-mile obstacle—A. Waite, first; C. A. Sheppard, second; S. A. Newton, third. Time, 6.58.

Five-mile singles, open—C. A. Sheppard, first; James Urquhart, second; A. Waite, third. Time, 6.32.

Five-mile, open, twins—C. A. Sheppard, first; Paul Kelly, second; A. E. Lambla, third. Time, 6.04.

Five-mile team race, singles and twins—Lambla and Urquhart, first; Sheppard and Waite, second; Kelly and Clark, third. Time, 6.40.

Ten-mile, Australian pursuit, twins—Sheppard, first; Kelly, second.

Ten-mile, Miramar cup—Undecided.

Five-mile, handicap, twin cylinders—Gordon, first, 6.07; Kelly, second, 6.02 1-5, and Sheppard, third, 5.37 2-5.

Five-mile, handicap, singles—Sheppard, first; Urquhart, second; Waite, third.

Twenty-five-mile, handicap, free-for-all—Kelly, first; Waite, second; Sheppard, third.

MORE RACING FOR POINT BREEZE

ENTRY blanks are out for the Point Breeze race meet at Philadelphia, to take place on October 10th, under the auspices of the Quaker City Motorcycle Club. This is the newly organized Philadelphia organization that ran off the recent Point Breeze races, under the capable management of its secretary, E. T. Banes, and the coming meet promises at least one event that will create considerable excitement. This is the 100-mile open, in which four prizes, aggregating $100 in value, will be awarded. The manufacturers have been sounded and have expressed their approval of the 100-mile event, several having already entered teams of two and three riders for this race. The local entry promises to be large also. Many of the club members will enter their own machines. While not fast enough for short distances, some of these are remarkably good pluggers, and may give their faster rivals a rub for the money in the long grind. The other events are: Five-mile, private owners, local riders only, 30.50 cu. in. piston displacement; ten-mile, motor-paced bicycle handicap; one-mile time trials against Kellogg's track record; ten-mile match, between four local riders. Entry blanks can be secured from S. Beauchamp, 1821 N. 13th St., Philadelphia, Pa.

NEW YORK TO MONTAUK ON A MOTORCYCLE

By EARLE L. OVINGTON

THE run started from Columbus Circle, New York, promptly at 7 o'clock on September 16th. The run referred to was the Two-day Mechanical Efficiency Motor Car Test and Run Around Long Island, which was held under the auspices of the New York Automobile Trade Association. On the evening preceding the run a meeting of the contestants and those interested was held in the assembly room of the Automobile Club of America. As I happened to have an invitation to this meeting I was on deck promptly at eight o'clock. I found little bunches of men scattered over the hall, earnestly discussing the event of the morrow, and many were the tales told regarding the shift sand which leads to Montauk Point—the extreme end of Long Island. The route lay from New York to the house of the Crescent Athletic Club, in Brooklyn, and then along the south shore of Long Island to its eastern end, Montauk Point. From there the contestants returned by the north road, passing by the summer residence of President Roosevelt, and finishing at the new building of the Automobile Club of America. Every one of the contestants knew that the road between Brooklyn and Amagansett, on the south shore, was practically one continuous boulevard, and that the real test lay between Amagansett and Montauk Inn. But—I am anticipating.

THE WRITER ON HIS PEDALLESS MOTORCYCLE—BEFORE THE START. THE PICTURE TAKEN AT THE FINISH IS NOT FIT FOR PUBLICATION

On the morning of the start, Columbus Circle was alive with cars. There were large cars, small cars, cars with engines having one, two, three four and six cylinders. Almost every type of automobile was represented, from the little Brush runabout up to the big six-cylinder Stevens-Duryea. The Lozier car that ran in the Briarcliff Race was also entered. The night before, canvass signs fitted with brass eyelets to attach them were furnished each contestant, and these signs were prominently displayed upon the contesting cars. In addition the contestants themselves wore quite an elaborate medal upon which was stamped a picturesque view of the Montauk Lighthouse.

Being a motorcyclist, I naturally felt out of place in entering an automobile contest. This feeling was all the stronger when I found that I rode the only two-wheeler entered. From the start, however, my anxiety was set at rest. "Senator" Morgan, who managed the run, is not only one of the most prominent figures in the automobile field, but an ardent motorcyclist, and President of the New Jersey Motorcycle Club as well, and he did all in his power to make my participation in the event pleasant. The secretary of the run, Alex Schwalbach, who was a very prominent figure in the days when the bicycle held sway, treated me with the utmost courtesy and friendliness. Furthermore, the contestants themselves seemed to be very much interested in my machine and wished me all kinds of luck before the start. When I told them that I expected to have considerable trouble getting through the sand approaching Montauk they laughingly said that if I did not get through they would put my wheel in one of the cars.

Promptly on time the procession moved down Broadway, over the Brooklyn Bridge, and directly to the country home of the Crescent Athletic Club in Brooklyn. From there the route led directly to the old Merrick road and then through Bath Beach, Bensonhurst and Valley Stream to Lynbrook, the first checking place. As I have been over this road in many a motorcycle contest, I knew almost every inch of it. Luck seemed to be with me from the start, for if there were any nails in the road the god of Chance guided my machine free from them, and I did not sustain even a tire puncture during the whole trip.

The noon-day meal awaited us 73 miles out of Brooklyn, just beyond Blue Point, at Ye Anchorage Inn. Here we found a regular barbecue in progress, the good things to eat being cooked over open fires. It is hardly necessary for me to say that all did justice to the layout, and much good-humored raillery passed from one to another as the eatables disappeared.

The town of Amagansett is situated 132 miles from the start in Brooklyn, and this town was reached by practically the whole procession without undue mishap. Of course, the always-present tire demon did his work, but the roads were so uniformly good, and the drivers so expert, that until Amagansett was reached there were no serious misfortunes. But, in spite of the fact that only 12 miles remained of the route for the first day, the greatest difficulties were yet to come. Immediately upon leaving Amagansett the motorist strikes sand such as he probably never saw before. Ordinary sand, such as is found on country roads, if examined carefully under the microscope, is seen to be composed of small particles bounded by surfaces more or less plane; in other words, in the form of small cubes or pyramids. If beach sand, such as that which separates Amagansett from Montauk, is examined in a similar manner, it will be seen that the particles themselves are in every case rounded, and in some cases perfect spheres. The former variety of sand will pack more or less when placed upon a roadway and traversed by motor cars, but the latter variety of sand furnishes no grip for the wheels of the cars and is far more treacherous when it comes to skidding. You motorcyclists who think you have ridden in treacherous sand had better tackle that strip separating Amagansett and Montauk if you really want to have some excitement. The distance to be traversed is only a little over twelve miles; but if you don't acknowledge that twelve miles to be the most difficult trip you have ever made I will be much surprised. In all my experience of sand riding I never struck any route so treacherous and shifting as that after leaving the village of Amagansett.

On leaving Amagansett I set my throttle full open, with my air-lever half-way up, and a fully advanced spark. Away I sailed into the sand; but had not gone three hundred yards before I was thrown heavily to the ground. And now, the job was to get started again, surrounded as I was with sand which seemed to hold my wheel as in a vice. I may be mistaken, but I do not think that anything but a four-cylinder motorcycle, or one having a free engine, could possibly start under such circumstances. Fortunately for me, by a tremendous effort I was able to move my machine ahead three or four inches, and this was sufficient to start the engine. Owing to my low gear there was plenty of power to revolve the rear wheel and throw the sand up in a cloud behind me. I would then run alongside of the machine and vault into the saddle. Once in the saddle, the idea was to stay there as long as possible, but that is easier said than done. I started to count how many times I fell, but gave this up for a bad job, since it happened with such frequency. Try as hard as I would, sooner or later the sand brought me to the ground and I was obliged to start my machine under circumstances which made the process very difficult. Fortunately, I am blessed with a rather robust physique, or I should never have been able to stand the physical strain.

The sand was not my only enemy on that twelve-mile journey. Although it had not rained for some time, a considerable portion of the route lay through swamp land, and at times the water came up to the hubs on my machine. Although this part of the journey was rather unpleasant the riding was very much easier and safer than in the dry sand. I cannot help but think, however, what would have happened on this trip if I had not had my shaft-drive transmission entirely enclosed in a dust and water proof casing. A chain under certain circumstances would be almost out of the question, and a belt running as near the tire as it does, would be simply impossible.

When half way across what might well be termed a desert, I came across the Long Island R. R. and my hopes rose high. I had read about transcontinental motorcyclists riding the railroad ties for miles, and I thought this would help me out of my difficulties with the sand. But that is where I was mistaken. In building ordinary railroads, the contractors manage to leave the cinders, which are placed between the ties or sleepers, on a level with the upper surface of the ties. This, of course, does not form the best roadbed in the world for a motorcycle, but riding upon it is endurable and much to be preferred to very deep sand. In this particular case, however, the contractors who laid this road did not figure on any other vehicle outside of a train of cars using their right of way. Whatever was the cause, it is a matter of fact that the dirt and cinders which ordinarily come flush with the upper surface of the ties did not come within three or four inches of the common level. Just imagine, if you can, riding a motorcycle over a railroad bridge, where no dirt at all separates the ties, and imagine what I stood for over two miles. At the end of that distance I came to the conclusion that the sand was preferable to the awful jolting I received—not to mention my machine. How the machine itself ever stood it is more than I can tell, and, furthermore, it is nothing short of remarkable that I did not have a tire puncture, since I deflated my tires the least bit before attempting riding such a rough surface so that the shock transmitted might be reduced to a minimum.

After coming to the conclusion that riding the railroad sleepers was unendurable, I lifted my machine on to the narrow strip of sand which separated the railroad track from the embankment upon which the roadbed itself was laid. I started my motorcycle on this narrow strip and vaulted into the saddle, thinking that the cinders which composed the surface upon which I was riding would be a comparatively smooth riding surface. I did not figure, however, on skidding, and I had not completed 100 yards before I pitched head foremost down a 30-foot embankment. After this experience I left the railroad and proceeded as I had started out—in the desert waste of sand.

After what seemed to be an endless struggle, and almost fainting for want of water, I at last landed at the railroad station at Montauk, and proceeded joyfully up the final climb to Montauk Inn. Those of the contestants driving cars who finished at all that night had practically all reached the Inn and had followed my course with their eyes for the last two miles across the sand. They were awaiting me on the lawn and were generous with their hand-shakes and congratulations upon my success. If you doubt the condition of my motorcycle after this trying contest, just take a look at the steep and long hill which leads up to Montauk Inn and then examine the road surface, and you will realize that a motorcycle would have to be in pretty good condition to pull a 200-pound rider up that incline without the use of pedals. And incidentally let me remark that my machine was pedalless, as I rode the same machine as I did in the Endurance Run this spring. I had removed my pedals entirely and substituted spring foot-rests set well forward, so as to keep the center of gravity of my body as far forward of the rear wheel as possible.

All along the route motorcyclists and automobilists endeavored to discourage me in attempting the run to Montauk, stating that a motorcyclist had never accomplished the feat before, although a good many attempts had been made. I inquired along the route and of the attendant at the railroad station at Montauk, as well as of the proprietor of Montauk Inn, and as far as I could find, no motorcyclist had ever reached Montauk Inn before on his machine. You fellows who are in the vicinity of New York need not go many miles in order to find a test for both yourself and mount. The next time you really want a little strenuous riding just jump on your machine and go down to Amagansett, L. I., and tackle that shifting waste of sand and swamp-land separating that village from Montauk Inn. But take my advice before you start, and put a ten-spot in your pocket, for you may need it to reimburse the driver of one of the teams that are always ready to haul reckless automobilists out of this treach-

Mr. Ovington rode an F. N.—Ed. Motorcycle Illustrated.

An amended ordinance passed last November and discovered recently by the city auditor's office is going to hit the pockets of all St. Joseph motorcyclists if the police comply with a request which will be made of them by Auditor Whalen. Although there are in the neighborhood of thirty motorcycles in the city, not a single one of them bears a license tag and not a single owner has come across with the money necessary for getting one. Until last year there were practically no motorcycles in the city, but when they began to arrive, the council got busy and amended its license ordinance on November 8, 1907, so as to make it punishable by a fine for a motorcyclist to ride around the streets without obtaining a license.

S. LACY CROLIUS

State Records Were Established

IT was S. Lacy Crolius, of the Milwaukee Motorcycle Club, who made the five miles at the Minneapolis (Minn.) State Fair Grounds in 5.15 on Saturday afternoon, September 5th, and not Walter Davidson, as was reported. The time established new state records for five miles and for one mile, the last lap being covered in 58 seconds flat. The event was a match race between Crolius, riding one of the new 6-h. Harley-Davidson twins, and C. W. Van Sickle, on his Indian. They put up as pretty a race as could be wished for, the Indian leading for two miles, then it was neck-and-neck between the two for another mile, after which Crolius took the lead and held it to the end.

A NEW record was established between Chicago and Milwaukee on Sunday, Sept. 13th, by Manley Mills, of Kenosha, when he completed the run of more than 83 miles between the two cities in 4 hours, 11½ minutes. The run broke the former record held by Van Sickle, the Chicago rider, by more than six minutes. Mills has been making efforts to break the record for some time and finally accomplished the feat. He left Chicago at five o'clock in the morning and passed through Kenosha just after seven. At this point he was far ahead of the record, but on account of burning out his coaster brake he was forced to let up on his high speed, and from Kenosha to Milwaukee the trip was beset with difficulties. He rode an Armac.

THE Brooklyn Division of the Century Road Club Association will run off a century from Bedford Rest, Brooklyn, N. Y., to Sayville, L. I., and return, on October 11th. This is over the same route and under the same rules as the century run on September 13th, and is repeated by the Brooklyn Division of the Association principally to accomodate the many motorcyclists who missed the previous run. There has been a desire expressed to do it over again, and, as before, H. J. Wehman is to be captain of the motorcycle division. Blanks may be secured from him, at 84 Nassau street, New York City.

If "Pop-Pop" Meet "Pop-Pop"

LET the "pop-pop" man beware. He can't chug-i-ty-chug through the streets of Kansas City at the speed of an express train—if the police do their duty. Some of them fancy they can. And they do it. An impression prevails that the ordinance limiting the speed of motor cars does not apply to the "pop-pops" or motorcycles. The only thing it does not apply to is the police squad of "pop-pops." It puts a very specific restraint on the "pop-pops" at large. It is the duty of a police "pop-pop" to arrest a speederino "pop-pop" if he can overtake it. There's the only rub.

In the language of the ordinance, motor cars, bicycles, tricycles, automobiles, horseless carriages "or any vehicle propelled by gas, gasoline, steam or electricity" cannot be operated on the streets of Kansas City at a greater speed than specified in certain districts. In the territory between the Missouri river and Eighteenth street, from the state line to Woodland avenue, the speed shall not exceed eight miles an hour, except on boulevards.

Elsewhere in the city and on boulevards the speed must not exceed twelve miles an hour. In addition there are other regulations about passing to the right and slowing up in passing other vehicles drawn by horses that are skittish, and about emitting loud and unusual noises. Motor cars are now muffled and fairly decent, but some of the "pop-pops" give the impression that the Fourth of July is a continuous performance. And the "pop-pop" police can put a check on the "pop-pops" at large. They've got enough law and theres no need of their being saving on gasoline. It's a simple case of "go after them." That's all there's to it.—Kansas City (Mo.) *Star*.

MOTOR CYCLE RACES
STATE FAIR TRACK
SEPT. 20TH. 2 P.M.

AVERTISING THE DETROIT RACE MEET

CHICAGO'S ENDURANCE RUN

IT took six days to do it, but at last the winner of the Chicago Motorcycle Club's endurance contest has been picked in the trade-rider class. C. S. Hinckley, of Aurora, Ill., on a 5-h. Thor machine, was the only survivor of the elimination trials over the roads between Chicago and South Bend, Ind., which was started on Sunday, Sept. 20th, to weed out the perfect scores in the trade-rider class that had tied for first honors in the two-day, 414-mile Chicago-Kokomo endurance contest, which the Chicago Motorcycle Club ran off on Sept. 14-15. Hinckley's victory was a hard-earned one, as he was forced to ride 1,238 miles through sand, dust and mud before he earned his title to the silver trophy offered by the club. In the original contest R. D. Sporleder, in the private owners' class, had a comparatively easy victory. He was high-score man, on his Harley-Davidson, at the finish of the two days' contest in Chicago, with a score of 957 points. All three of the other competitors in his class succumbed to the rigors of the endurance run.

Of greater interest than the original contest, the elimination trials attracted wide attention. From the moment the starters were sent away on Sunday morning the enthusiasm of the motorcycling fraternity in the West was keyed to the highest pitch, and news bulletins, posted by the local papers, were eagerly scanned for the latest reports. Next to Hinckley, credit for a remarkable showing belongs to Walter Davidson. He was the one rider who forced the issue to the very end, not stopping because of any mechanical difficulties with his Harley-Davidson machine, but simply because business matters at the factory demanded his attention, and the contest, having already lasted 1,104 miles and showing no signs of being soon concluded, he withdrew.

RALPH D. SPORLEDER

It rained very heavily during the night, and the next morning, when Hinckley started out on his Thor, the roads were in very bad condition and he arrived an hour late in Valparaiso, the first control This, however, gave him the contest, and he then returned to Chicago.

Of the seven trade riders who finished the Chicago-Kokomo run with perfect scores, five accepted the issue to pick the winner. Of these one dropped out on the first day because of a broken fork and two were left in the ruck on the second day because of accidents, leaving Hinckley and Davidson to fight it out. Both made perfect scores on the third day, Sept. 22d; but on the fourth Davidson declined to start, and Hinckley won by going to Valparaiso.

In the endurance contest proper, eighteen riders started from Chicago at 6 o'clock on Monday morning, Sept. 14. for the 207-mile jaunt to Kokomo. The course was laid out over some of the worst sections of road that could have been picked out. The first half was fairly good going, but the last hundred miles was through deep sand, full of nigger heads, that made riding anything but a pleasure. The surprise was that any perfect scores should have been left at all. Eleven riders completed the first days' journey, but there were many spills and mishaps in the effort to live up to the 17-mile-an-hour schedule that had been set.

Starting from Kokomo at 6 o'clock on the following morning, the eleven started back for Chicago, where just eight arrived that night. These were Ralph D. Sporleder, on a 3½-h. Harley-Davidson, with a score of 950 points, the only survivor in the private owners' class; the Excelsior team, J. S. Woodworth, A. G. Lyon and G. H. Meiser; G. W. Lyon, on an Indian; Walter Davidson, on a Harley-Davidson, and the Thor team, J. S. Tormey and C. S. Hinckley, all in the trade-rider class, with 1,000 points each to their credit.

A question over the interpretation of the rules in deciding the winner cropped up, and in some way the impression got abroad that the minutes and seconds at the controls would be used, despite the fact that five minutes' leeway was allowed at each checking station. The decision to run off elimination trials until there should be only one survivor was finally made, and on Sunday five of the survivors took up the road toward South Bend. They were required to make the trip both ways in twelve hours, covering 230 miles and checking at six controls. The other two, Geo. H. Meiser and A. G. Lyon, members of the perfect-score Excelsior team, were badly used up in the endurance contest, and their physicians absolutely forbade their taking part in the elimination.

Of the five, Woodworth was put out of the running on the first day, when the fork of his machine broke as he plunked into a deep hole on the outward trip. He made repairs which carried him to South Bend and back to Valparaiso. Here his efforts came to naught, the repairs gave way and he was forced to quit.

Valparaiso was again the hoodoo on Monday. Tormey's engine "froze" here on the out trip, and George Lyon snapped his fork in a manner similar to Woodworth's accident. Davidson had a close call at New Carlisle, when he ran into a rope stretched across the main street to keep traffic off, owing to repairs. He was traveling at a lively gait, but luckily escaped injury, as did his machine.

There were only two starters on the morning of the third day, Tuesday, Sept. 22d. The contest had narrowed down to Davidson and Hinckley, and there was little to choose between them. Both machines were running perfectly, and both men were in excellent condition. Hinckley had the advantage of company and assistance in case of trouble, Tormey, who had secured another machine, riding with him. Fast riding marked this day's run. Controls were neared far in advance of schedule and the spare time thus afforded opportunities to overhaul and clean up the machines. It looked as though the contest might be prolonged indefinitely, and it was this fact that led Davidson to announce, at the end of the day, his intention of withdrawing.

CRANK CASE COMPRESSION—ITS EFFECT

SOME very interesting experimental investigations have been conducted in England during the past three months to determine the action of crank case compression, and its absence, on the power developed by the motor. The following article, from the pen of J. Okill, M. I. A. E., in the *Motor Cycle* (London), goes into the matter very thoroughly, in response to a previous article by "Ixion" on "The increase of power developed by engines when the pressure in the crank case is released." The conditions cited, under which increase in power was experienced, are not quite similar. In the one case a clear opening was made in the crank case, and in the other four or five relief valves were fitted to the crank case.

Now the conditions under which the least waste of engine power would take place would be with the crank case entirely removed, the moving parts of the engine being exposed, as in the ordinary open frame gas engine. This is, of course, an impracticable construction for a motorcycle engine. The next arrangement in order of efficiency would be to have the crank case made completely air tight. With this latter arrangement, when the piston descended the air contained in the crank case would be compressed to a few pounds per square inch above atmospheric pressure, the temperature of the air at this instant being somewhat above that of the atmosphere. On the up stroke of the piston practically all the work of compression would be given back, except for slight transfer of heat to and from the atmosphere, and the arrangement would be a good one from the point of view of efficiency.

If the crank case, piston, etc., were perfect nonconductors of heat, the only energy wasted would be due to the eddying motion of the air contained in the crank case, set up by the moving parts of the engine. A perfectly air-tight crank case, besides being almost an impossibility, is not desirable. Trouble would be experienced by lubricating oil being forced out through the shaft bearings; further than this, it is always advisable to provide for the escape of any exploded or unexploded vapor that may have leaked past the piston into the crank case.

As a rule, all engine crank cases are open to the atmosphere at some point, and air relief valves fitted to engines whose crank case volume varies with piston movement so as to cause compression. When an air valve is fitted, this latter opens on the downstroke of the piston, so that when the piston is at the bottom of its stroke, the pressure in the crank case will be atmospheric. If the air valve is tight, and there are no leakages, the pressure in the crank case at the end of the upstroke of the piston will be below that of the atmosphere, so that in this case the air valve will be of no further use. As a matter of fact, it is impossible to prevent air leakage past the shaft bearings, etc., into the crank case during the upstroke of the piston. The result is there is always some air passing through the air valve on the downstroke, and this is the condition of things we have in practice. Unless the leaks are great, one valve should be ample to allow of the escape of this air leakage.

In order to determine the actual affect on the power of the engine when a number of relief valves are fitted, and also to determine the effect when a number of orifices are made in the crank case, the writer has made a series of experiments on a new 3½-h. Fafnir engine. The most suitable method that suggested itself, so that accurate conclusions should be arrived at, was to drive the engine by means of an electric motor, measuring instruments being placed in the circuit so that the power taken to drive the engine under the various conditions could be accurately noted. As the engine was new, the bearings would be in good condition, air leakage thus being reduced to a minimum. The cylinder proper was open to the atmosphere, the inlet valve and its seating having been removed.

In all the experiments the engine was driven at a speed of 950 r. p. m. The first experiments were made with the crank case completely closed, no air vents being provided, air leakage being prevented as far as possible. The current reading under these conditions was 2.65 amperes. (This reading including the current necessary to drive a line of shafting from a pulley on which the engine was driven.) Without stopping the engine, one air relief valve of light and sensitive construction was allowed to come into action, but no alteration in the ammeter reading was apparent. The introduction of a second and then a third air valve made no measurable difference in the power required, and as as the relief valves were of large area, it is obvious that additional valves fitted to the crank case of an engine, while not detrimental, are at the same time unnecessary.

The second series of observations was made with orifices in the crank case. The current reading with the crank case closed, as before, was 2.65 amperes. The first orifice opened was of .25-inch diameter, the current reading rising to 2.75 amperes. The second orifice of .39-inch diameter gave a current reading of 2.9 amperes. On opening a third orifice of .45-inch diameter, the current reading fell to 2.85 amperes, while on opening a fourth orifice of .45-inch diameter the current reading fell to 2.8 amperes. On opening two more orifices of .437-inch diameter the current required to drive the engine was exactly the same as with the crank case compietely closed, i. e., 2.65 amperes. As the combined areas of the orifices was .787 square inch, and it was impossible to arrange further openings without mutilating the crank case, no further experiments were made, the results obtained being sufficiently definite to enable one to draw conclusions as to the utility of orifices.

The interesting feature about the second series of experiments is that they show a critical area of orifices, or an area at which the power required to drive the engine is a maximum, being .077 horsepower above the power required with a closed crank case. The increase in power required with the first orifice open represents the work done against friction of the air passing through the orifice, and the extra eddy motion of the air in the crank case caused by opening the orifice. By opening the second orifice, in this case, the resistance becomes a maximum. The fall in current when a third orifice is opened is due to decreased air velocity, etc., through the orifices. This is still less when the remaining orifices are opened. Even with a total orifice area of .787 square inch, as before mentioned, the current required is the same as with the crank case completely closed or fitted with a valve. The character of the curve obtained, however, would seem to indicate that if the orifice area was increased above .787 square inch, there might be a gain in engine power when compared with a closed crank case or one fitted with an air valve. The phenomenon that it takes more power to drive an engine with an orifice in the crank case than without is well known to those motorists who have experienced a parallel case, i. e., driven a two-cylinder engine with only one cylinder firing, the other cylinder simply compressing, expanding and exhausting, in the one case with its sparking plug removed, and in the other with the plug in place.

MOTORCYCLES are to be in the same class as automobiles in Wichita, Kan., hereafter. At least an ordinance requiring them to secure a number and pay for it, and regulating the speed at which they are to be run, was presented last week and referred to the franchise and ordinance committee of the town.

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Ovington Speaks

IN this issue President of the F. A. M., Earle L. Ovington, publishes a statement on the much-discussed topic of the affiliation of the N. A. M. with the F. A. M. President Ovington went to the N. A. M. meet in September, conferred with the officials there, and a basis of agreement was decided upon. It resulted in a series of resolutions which were printed in the September 15th issue of Motorcycle Illustrated. It now seems that these resolutions in no manner whatsoever embodied the conditions as decided upon at the conference between President Ovington and the N. A. M. officials. The publication of the resolutions caused so much misunderstanding and discussion that President Ovington felt finally called upon to make a public statement of his position.

It would indeed be a matter of great regret if it were found that the resolutions were tampered with after the conference, and it is matter of great regret that all parties did not remain in convention until the resolutions were finally adopted. In any event, everybody in motorcycling, including the trade, is hoping that the N. A. M. will be wiped out, thus leaving but one national organization in this country. Whether they are amalgamated, or absorbed, or affiliated, or taken in as individuals, no one cares, that is, no outsiders. All the average motorcyclist wants to see is the one organization proposition. In bringing about this project the feelings of certain individuals may be hurt, and it is even possible that the constitution of the F. A. M. may be slightly jarred. But to repeat, no one will care a hang so long as harmony is brought about, that is, no one except perhaps a few partisan or disgruntled individuals who have made the thing a personal matter. What is wanted is harmony instead of past discords.

1909 Show

THE new organization of motorcycle manufacturers struck its first telling blow by concentrating on the Show proposition. Their Show Committee, after careful investigation, cordially and unanimously endorsed the Madison Square Garden Show. The facts on which they based their action are stated on the front page of this issue. In view of this endorsement, it is certain that the Madison Square Garden Show exhibit will be *the* show for motorcycles, in the East at least. The motorcycle exhibit will appear as a unit, in the basement of the Garden, there being no other available space.

Already most of the spaces have been taken and it is certain that there will be a splendid array of motorcycles and motorcycle accessories. As regards the West, it is certain the new organization will endorse the Chicago Show. Several firms have taken space there and no doubt the Show Committee will be enabled to make such arrangements with the Chicago Show authorities as to insure proper accommodations and arrangements that will attract the public. Taking all the facts into consideration, it would seem to be the wisest policy for the trade to concentrate their entire efforts on these two shows, the Garden Show in New York and the Coliseum Show in Chicago.

Regularly Organized

THE F. A. M. is to be congratulated on its selection of a head to the Western District of the national organization. John R. Ball, of Milwaukee, who was elected at the annual meeting of the F. A. M. in New York last July, has taken hold of things in his district in a manner characteristic of his business methods. He has had his assistants elected for the coming year, has had a constitution and by-laws committee at work, the result of whose efforts was adopted at the first meeting of the district representatives held in Chicago the middle of last month, and has stirred up more life in the West than has ever before been evidenced.

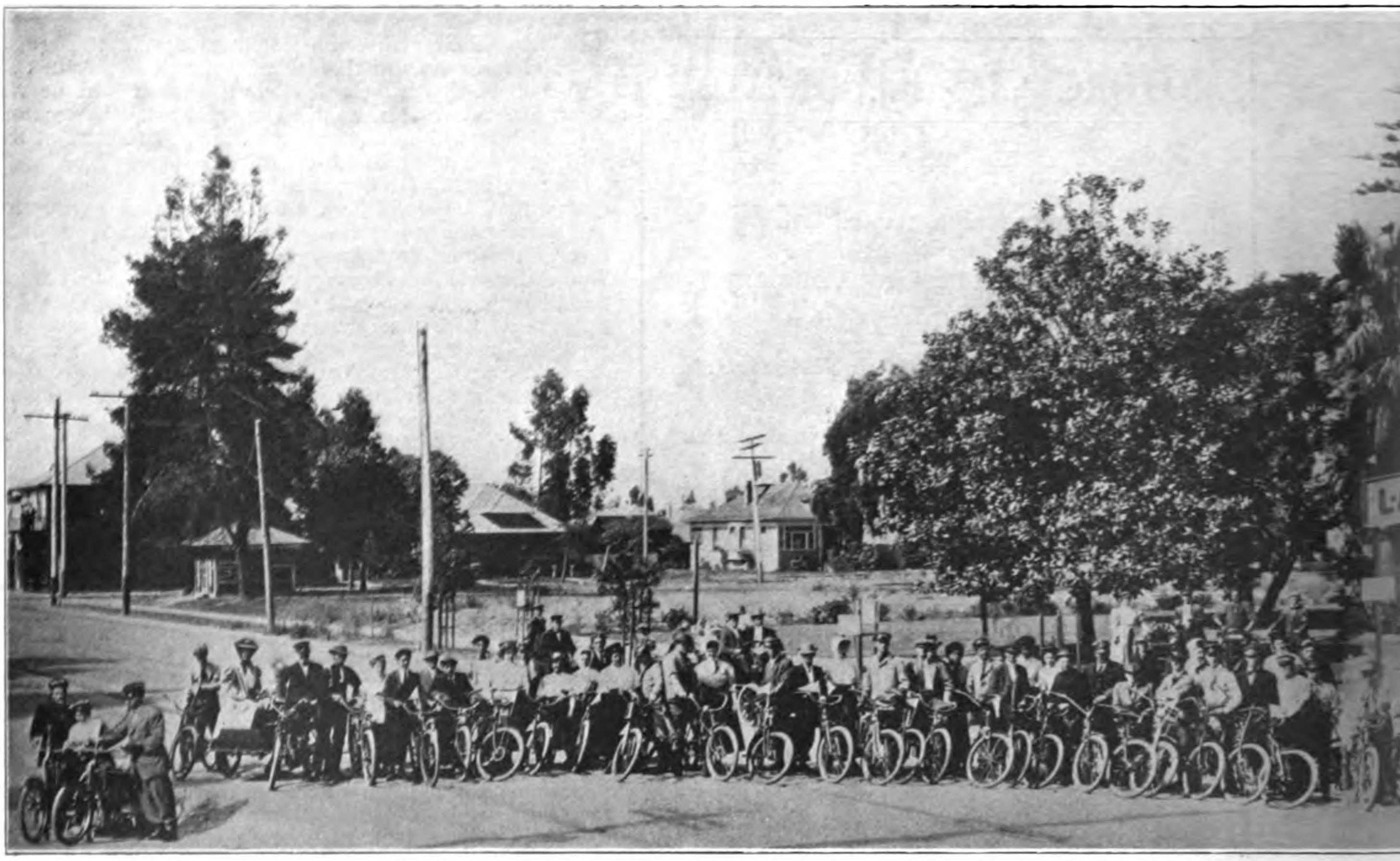
The Western District has made it compulsory, by its constitution, to conduct district championship events—races, endurance contests, hill climbs, etc—and in this way it will stimulate the awakening interest in the motorcycle throughout the Western states. It remains for Vice-president Ball, however, to enthuse the other officers of his organization to the need of action and work—hard work. There are many things to be done before the F. A. M. will be as strong in its four districts as it should be, and this step of the Western branch is in the right direction. We should be glad to record a similar movement in the other districts.

To the Cycle Agent

THERE are many cycle agents in this country, numbering in the thousands, who should handle motorcycles. The sport of motorcycling is developing rapidly, and the cycle agent who is a good salesman can readily build up a fine trade. They seem to prefer, many of them, to stick in a "hole in the wall," as one maker puts it, rather than take up motorcycling and thus develop a much larger business, with a better selling plant, and an entirely different scale of profit.

For example: The son of a hotelkeeper in a Pennsylvania town, finding time hanging idly on his hands, interviewed a neighboring manufacturer of a very good machine. He bought one at the *retail* price, bought a second at the *agent's* price, bought a third machine at the agents' price, and was then refunded on the *first* machine.

In many ways he advertised the motorcycle locally, one of his favorite schemes being to whitewash its merits on certain fences and walls in his vicinity. The net result was the selling of twenty-seven motorcycles the first season. There are other arguments which could be advanced as to why the bicycle agent should get busy with the motorcycle proposition—but is not the above a practical demonstration of what can be done enough for one dose?



This Photograph was taken in front of the Clubhouse of the Los Angeles Motorcycle Club o

New Brooklyn Club

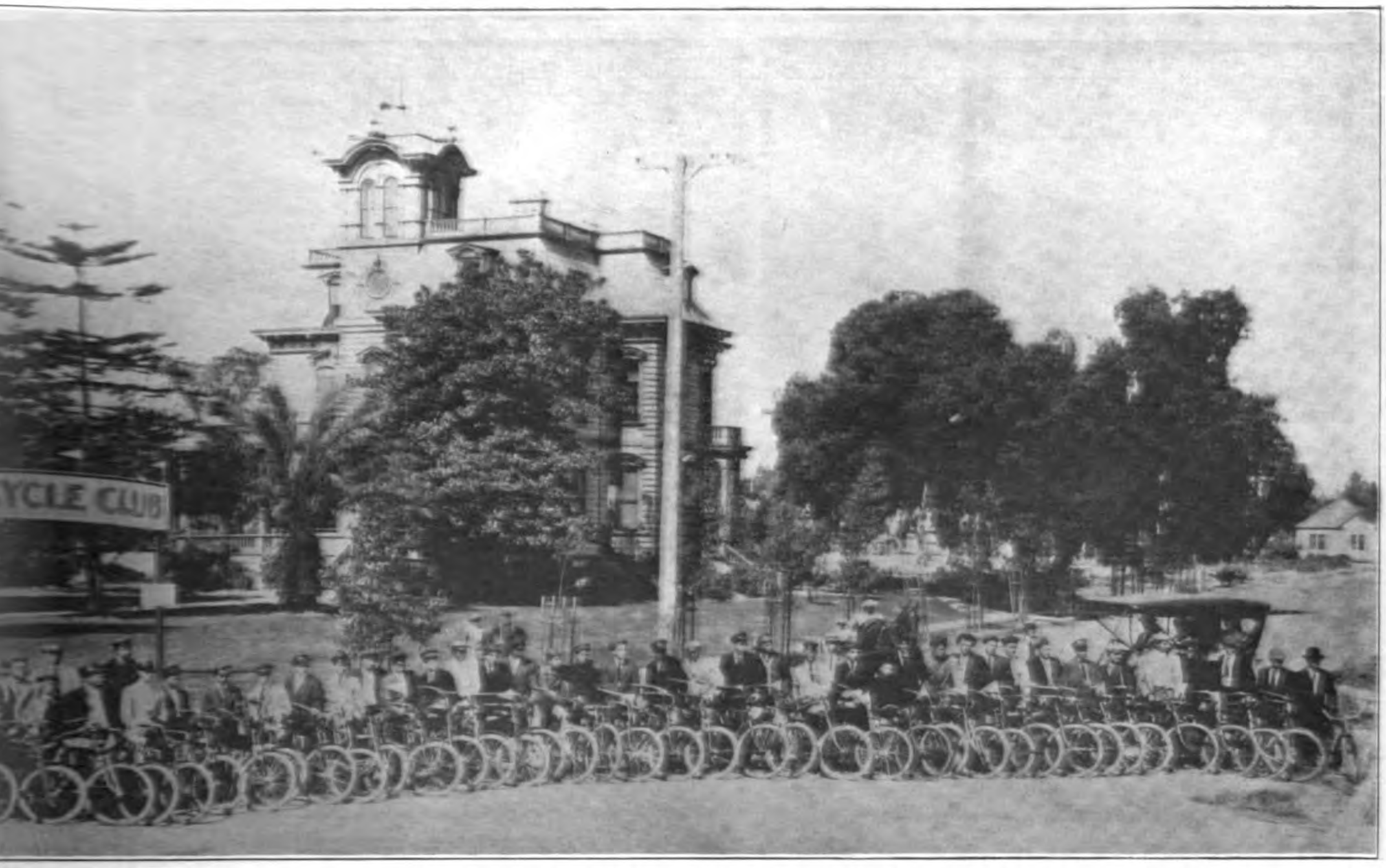
ON Monday evening, September 14th, twenty-seven motorcyclists gathered in Brooklyn and formed the Linden Motorcycle Club of Brooklyn, N. Y. One of the provisions of the Constitution of the new club calls for each member to join the Federation of American Motorcyclists within thirty days. Failure to do so will be cause for expulsion. The following were elected to office: President, Harold Fletcher; Vice-President, William Erath; Secretary, W. Elmer Finley; Treasurer, John Pflieger; Captain, Joseph Deitsch, Jr.; First Lieutenant, Thos. Davis; Second Lieutenant, John Behn; Board of Governors—Henry J. Wehman, Grover Cleveland Davis, Louis Decker. A challenge has been sent to the New York Motorcycle Club to play a game of baseball at Lynbrook, L. I., on Sunday, October 4, 1908, the losing team to pay for the dinners. After the meeting of the club, a lunch was served by John Pflieger. Louis Decker told some rattling good stories, Fletcher sang a few parodies and Grover C. Davis played the piano. About three a. m. the boys went home feeling that the ball had been started rolling with a good shove.

Commonwealth Club Is Growing

EARLY in January of this year the first motorcycling organization in Boston, Mass., was formed, and the name, Commonwealth Motorcycle Club, adopted. The club was organized for the purpose of bringing the local riders together socially and to encourage runs, tours, competitions, and in other ways to assist in promoting the use of motorcycles for healthful recreation and travel. The club is now the largest in its vicinity, the membership numbering about sixty, made up of some of the best known riders in Boston, including many veterans of the old bicycle days who have adopted the more modern machines, and many students from Harvard College and the Massachusetts Institute of Technology. Meetings are held monthly, and there are club runs every pleasant Sunday and holiday. The runs are informal. Members, more or less in number, gather at a given point, well known to all, and are then informed by the club captain of the destination and route for that day. The club, by its frequent runs, has stimulated an interest in motorcycling which has resulted in the dealers enjoying a season of unexpected large sales, mostly to new riders. The officers of the club are A. E. Muzzey, President; E. H. Corson, Treasurer; G. A. Ellsworth, Secretary; Theodore Rothe, Captain.

N. J. M. C. Members Plan Run

MEMBERS of the New Jersey Motorcycle Club will hold a club run on Saturday and Sunday, October 3 and 4. Between forty and fifty riders have already signified their intention of taking part in the affair, and more are expected. The start will be made from the Brush-McLaren Motor Company building on William street, Newark, at 2 o'clock Saturday, October 3. The run will be to Freehold, where the party will remain over night, continuing the next morning to Lakewood and then back through Long Branch, Matawan and New Brunswick to Newark.



30th. **Eighty-eight members, all told, started on the run, which was to Redonda Beach.**

Fine Times At Worcester

THE Sunday run of the Worcester Motorcycle Club on September 20th was made around the lake, the route leading through Lincoln street, across the bridge at the lake and thence going along the east shore at Harrington street, returning by way of Grafton street. The party included: President Lincoln Holland, Lincoln Holland, Jr.; L. J. Vaudreuil, leader of the point winners in the club runs this season; I. E. Coombs, A. P. Knight, E. R. Creamer, E. R. Wentworth and H. F. Thurston. Mr. and Mrs. Carl E. Drake and William H. Tannerbring and Miss Wilson rode tandem machines. J. E. Keith, of Grafton, a club member, came to Worcester on his machine and joined in the run.

Some of riders indulged in street sweeping stunts, that they didn't enjoy. Both tandems went down on Lincoln street, which had been freshly watered. Young Keith tumbled when turning from Main street into Allen court and a considerable portion of Main street pavement was as clean as if it was scrubbed. His machine butted against the curbstone, and one pedal was smashed, but he was able to go on the run.

Baltimore Riders Turn Out Strong

THE fine weather of the past month has stirred up Baltimore, Md., riders, and on Sunday, Sept. 13, the largest number of riders at any of the club runs turned out. The crowd was so large that it was necessary to call runs to two different point, Captain Fisher taking a big bunch to Chase's Station, while Lieut. William Wood had a still larger number on a trip through the new Valley road to Glyndon. The return was via St. Thomas' Church road to Park Heights avenue. Five miles of this road proved bad going, as the sand was deep and the road bed rutty. The slow time made, however, was made up when the party struck the new Valley road, the surface of which was in perfect condition.

Record Number At L. A. Annual

JUST eighty-eight strong, the members of the Los Angeles Motorcycle Club made their annual pleasure run to the beach at Redondo on August 30th. When the start was made from the clubhouse on San Pedro street, at 8.45 A. M., the above record number of riders were in line, and the procession took up over a mile of the road, one behind the other, and a great deal of attention was attracted. On the run down from the city the members stopped at Shattuck's for a watermelon feed, arriving at the beach shortly after 11 o'clock. An hour was spent in the plunge, followed by a bowling contest at the O. L. Chadwick alleys, then lunch was served, and another hour of sport was indulged in on the human roulette wheel. At 5 o'clock the return was made, still in a body, and the club rooms were reached at 6 P. M.

THE Indiana Motorcycle Club, of Indianapolis, Ind., elected officers for the coming year at its regular meeting on September 11th. The men who will lead the organization are: Charles Wyatt, President; H. L. Dipple, Vice-President; R. H. Sturm, Secretary-Treasurer; H. R. Bretney, Recording Secretary.

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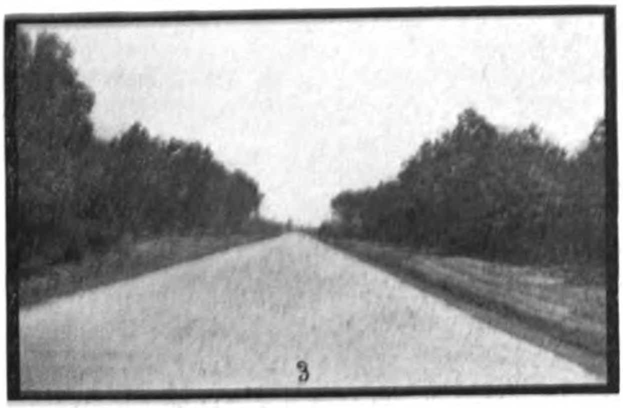
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DOING THE LONG ISLAND MOTOR PARKWAY WITH A KODAK

These pictures show the present condition of a section of the course over which the Vanderbilt Cup Race will be run and which motorcyclists may use when completed.

MAY RIDE ON MOTOR PARKWAY

SOME eleven miles of the Long Island Motor Parkway is now almost completed. The Vanderbilt cup race will be held over this portion of the road, together, of course, with other Long Island highways, the latter part of this month. Motorcyclists can spend a very interesting day going over the completed portion and noticing the construction methods. Automobiles are barred from watching the progress of the contractors, because of the many unfinished sections, which are uncomfortable to ride on. A two-wheeler, however, can get around these places without trouble, and enjoy some fine riding on the completed stretches. Leaving New York City, via 34th street ferry to Long Island City, follow through Borden avenue, Jackson avenue, Thompson avenue to Elmhurst (Newton) and then on through Hoffman avenue to Jamaica. This route through Long Island City is very clearly indicated by the numerous road signs reading Jamaica. At Disbrow Bros.' garage, in Jamaica, turn left into Hillside avenue, and follow this until it joins the Jericho turnpike, about two miles beyond Jamaica.

Continue on the turnpike through Floral Park to Mineola. Pass Krugg's corner and continue two miles to the old Westbury road. Then turn right to reach the great cement parkway, one mile away. Approaching from New York, the turn will be recognized by the white board fence and road signs on the corner. The photographs on the opposite page show, better than words can describe, some of the sections of the parkway as they now are. No. 1 shows the western approach to the viaduct over the country road and railroad at Central Park, half a mile from the Central Park railroad station. No. 2 shows the cut through which the parkway passes under one of the roads near Westbury, and is the only cut of the kind on the whole course. The timber work shown is the contractor's cribbing for the concrete bridge piers. This type of bridge construction is used throughout. No. 3 shows the last straight stretch of the parkway, looking east from Central Park. No. 4 shows the only railroad crossing on the course, on the Jericho turnpike, at Locust Grove, between Woodbury and Jericho. No. 5 is a picture of the concrete mixer and a steam roller, together with a grouting crew "making the road." No. 6 was taken at a dangerous down grade curve at Central Park. No. 7 is a banked curve, southeast of Central Park, one mile from the railroad station. This curve is banked for a speed of 70 miles per hour. No. 8 shows the flatiron turn at Woodbury. Here turn to the left on the jericho turnpike to follow the Vanderbilt course.

SOME MINOR MEETS

OVER the Pittsfield-Lenox State Road Boulevard, up Snake Hill and South Mountain for a mile and one-fifth, the Berkshire Automobile Club held a hill-climbing contest on Saturday, Sept. 26th. For three hours the State road, the main artery of the Berkshires, was closed to the public. More than two thousand persons saw the contest. Most of them assembled on a sharp turn. Twelve automobiles and seven motorcycles made the circuitous course, with three hairpin turns. Not a rider was spilled.

Motorcycle summaries: One-cylinder—First, Alfred T. Mason, Pittsfield (Curtiss); second, J. A. Finkle, Pittsfield (Reading-Standard); third, L. V. Vine (Triumph); fourth, Edward David, Lenox (Marsh-Metz). Time, 2.13.

Two-cylinder—First, Charles Gustafson (Indian); second, F. A. Minkler, Great Barrington (Indian); third, Oliver R. Hutchinson, Lenox (Marsh-Metz). Time, 1.38 1-5.

IN connection with an automobile meet held on Churchhill Downs, Louisville, Ky., on Saturday, 12th inst., two motorcycle events were decided. The first, a two-mile race, was won by F. M. Callahan, in a field of four starters. Lee Miles pressed him for second place, and R. O. Rubel, Jr., was third; the time was 3.00 3-5. The other event was a special one-mile match between George Dunham, of Louisville, on his motorcycle "Damfino" (flying start), and George Salzman driving the 120-h. Thomas Vanderbilt cup car (standing start). The latter toyed with Dunham and in the stretch ran away from him, winning in 1.28 1-5.

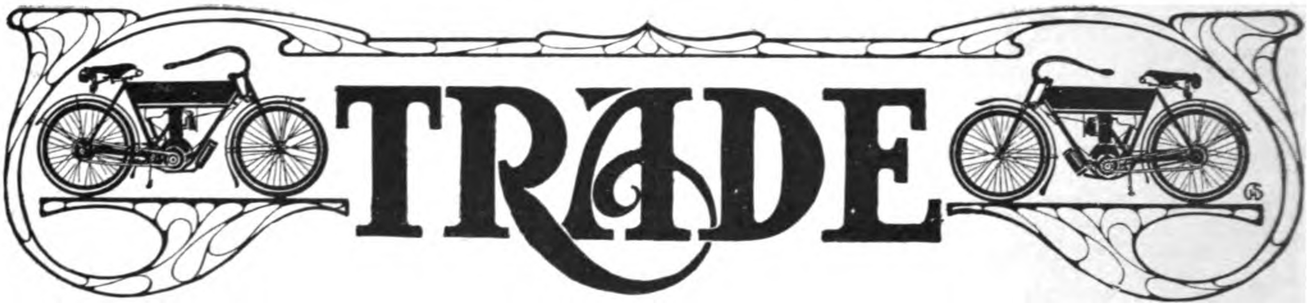
LAFAYETTE, Ind., September 10.—The Tippecanoe County Fair closed to-day with an enormous attendance. The feature of the afternoon was the five-mile motorcycle race between Arthur Bauer, Roscoe Kenny and Andy Haag. Bauer led from the start and won in 7.37¼. Kenny was second and Haag third. Bauer and Kenny rode Harley-Davidson machines and Haag an Indian.

A GOOD-SIZED crowd greeted the motorcyclists who appeared at the Fair Grounds on Monday afternoon, Labor Day, at Lincoln, Neb. The races were somewhat of a disappointment, as the entries were not up to the number expected, and the times were slow. The results were as follows:

One mile, for belt-driven machines—First, Duval; second, Fletcher. Time, 1.41. One mile, for chain-driven machines—First, Dewey; second, Bates. Time, 1.33 4-5. Five-mile match handicap—First, Diamond; second, Fletcher. Five-mile single cylinder—First, Dewey; second, Fletcher; third, Bates. Three miles, single cylinder—First, Fletcher; second, Dewey. Time, 4.25. One mile against time—First, Dewey. Time, 1.26 4-5. Five-mile pursuit race—First, Dewey; second, Lytle. Three-mile handicap—First, Carl; second, Dewey; third, Lytle. One mile for record, twin cylinder—First, Fletcher; second, Dewey. Time, 1.25.

TWO riders, residents of New York State, are just as much in the dark now as before their hundred-mile match road race as to whom has the speediest machine. The race was run on September 17th, over the road between Erie, Pa., to Fredonia, N. Y., and back again, and was between Charles A. MacBain and Harry K. Zacks. But for the accidents which interfered, the winner would have been doubtful, and both are still "up in the air." They started together, but MacBain obtained an advantage by Zacks losing control of his machine and being thrown. At Harborcreek, MacBain had a blowout, which necessitated a change of tire. In the meantime Zacks passed him. MacBain again took the lead at Brocton and was never headed again.

AT the annual fall race meet of the Harrisburg, Pa., Motor Club, held on the Middletown Fair Grounds track on Sunday afternoon, September 20th, the single motorcycle event, at 5 miles, was won by A. E. Gettys, on an Indian, in 9.26.



TRADE

REVISED N. S. U. PARTS PRICE LIST

THE N. S. U. Motor Company, 206 West 76th street, New York City, manufacturers of the well known N. S. U. products, has just issued a price list of spare parts for N. S. U. motorcycles, tricars and sidecars, which is ready for distribution among the riders of these machines in America. It is a neatly printed booklet of 60 pages, and specifies, by number, each and every part that is required for the various models of machines manufactured. In connection with the illustration of each part there are sectional diagrams showing each, in relation to the main group. All parts shown in these diagrams are numbered, corresponding to the numbers of the listed components. Thus anyone desiring to do so can instantly find what may be wanted by reference to the list alone, or to the list and diagram for the purpose of identification.

The system is excellent, for it greatly simplifies the task of making replacement or repairs, for no matter how small or trifling the part, it is specified and numbered, with the price as well, so one need only send the number and money. The part will be shipped immediately. This also is evidence that there is positively no inconvenience caused by riding an N. S. U., even though it be manufactured in Germany, for every part shown in the list is carried in quantities in New York and many other agencies. The book is the largest and most complete of its kind that has been published, and unquestionably is of great benefit to both agent and rider as an economiser of time and certainty of correct order. As a convenience it is deserving of much commendation, and those riders who have not received a copy should send request by postal immediately.

NEW "X-RAY" COIL FOR MOTORCYCLES

FOR the past five years the Pfanstiehl Electrical Laboratory, at North Chicago, Ill., has been experimenting on induction coils, with a view to producing a flame instead of the usual small spark for gas and gasoline engine ignition purposes. The idea was conceived of constructing miniature X-ray coils, modeled after the larger ones, that would produce a small but hot flame. This has been accomplished, and Pfanstiehl products are known by the trade name "X-Ray Coils." Among the many different styles manufactured is a motorcycle coil which embodies in its construction all of the features of the other types.

The principal points advanced in favor of this coil lie in the system of winding and insulating, whereby the pan-cake or sectional method of building up the secondary circuit is utilized, and in the fact that every unit is tested on 16 volts of battery current, making it proof against break-downs even on the highest voltages now used for motorcycle ignition purposes. In fact, the makers guarantee it against breakdown under any condition. These coils are put up in polished hard fibre cases that are waterproof and unbreakable, and are designed for single and twin cylinder engines. Catalogues, prices and further data may be obtained from the manufacturers at the above address.

"Delighted" With Ideal Oil

A GOOD word for "Ideal" motorcycle oils was expressed in the letter of Thayer McLaren to W. S. Sheppard, written after he completed the recent New Jersey Motorcycle Club's 203-mile endurance contest. His letter was as follows:

Mr. W. S. Sheppard, Newark, N. J.
Dear Sir:—

It may interest you to know that the writer on his F. N. Big-Four motorcycle made a perfect score in the Labor Day Endurance Run. I took this occasion to make a test of your Ideal Motorcycle Oil and was delighted with the result.

Brush-McLaren Motor Co.

ANNOUNCEMENT is made of the new twin-cylinder Magnet motorcycle. This has all of the exclusive features of the singles, such as low-riding position, motor well forward, etc., and, in addition, it is equipped with two magnetos. The Magnet Motor Co. have moved to their new headquarters at 302 Michigan avenue, Chicago, Ill., and requests for catalogues, etc., should be sent to that address.

THE Henry T. Adams Co., of 6846 South Park Avenue, Chicago, Ill., are greatly encouraged from responses given their quick-action motorcycle stand. They say that the demand for their stand indicates a healthy condition of the motorcycle business.

Harley-Davidson Will Increase Output

ARTHUR DAVIDSON, treasurer of the Harley-Davidson Motor Company, has been making an extended tour of the eastern trade. Recently he motorcycled from Boston to New York, stopping at all the important towns. He found that, owing to the recent victories of the Harley-Davidson machine in many events, it was much better known than ever before. In other words, most of the men he met said: "Oh! I've read about that machine," which, of course, made his work of introduction all the easier. The Harley-Davidson Company have planned a largely increased output for 1909 and are about to greatly extend their plant.

THE Heitger motorcycle carbureter has proven very popular with manufacturers and riders this season, and many very complimentary letters regarding its performances under ordinary riding conditions have been received by the makers. For 1909 the Heitger Carbureter Co., of Indianapolis, announce an improved, Model C, carbureter which will be ready in the near future.

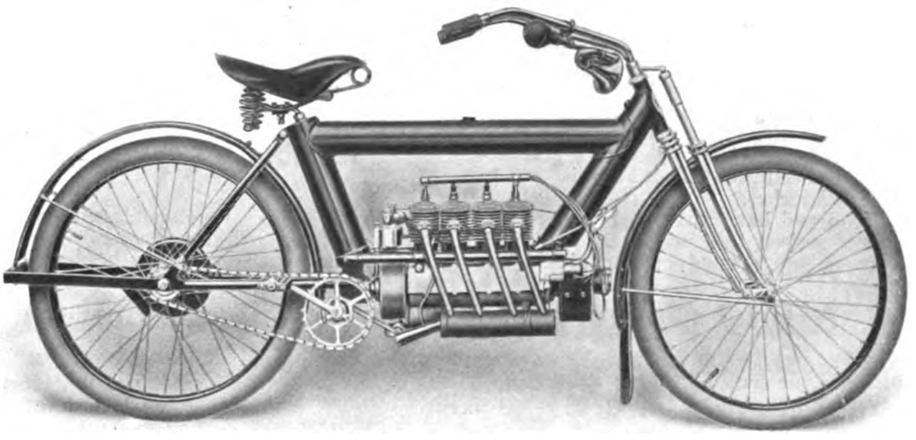
EVANSVILLE, IND., has a live agency in Korb & Stewart, who are pushing the Excelsior. Robert E. Korb recently made a trip to Owensville and return without stop or incident. The Excelsior has made an excellent reputation for itself in that city as an all-round touring machine.

NEW PIERCE VIBRATIONLESS MOTORCYCLE

PIERCE CYCLE CO., BUFFALO, N. Y.

MANY times in the past several years has this question been propounded: "Why isn't there a Pierce motorcycle?" At last comes the self-convincing answer—the machine itself is on the market. The American public knows what an arch-triumph the Pierce Company's cycles and motors are in design and structure. Now the two are combined in the motorcycle, and it is needless to comment that the conjunction of the Pierce cycle and Pierce motor is a double success .

Lest any one should fall into the error of believing that a motor has been attached to a Pierce bicycle to produce the motorcycle, let it be stated at the outset that such belief would be a fallacy. The new machine is distinctively and classifiedly a motorcycle; it has no heterogeneity in its parts. On the contrary, all the thinking, planning and energy of both designers and manufacturers has been to evolve and offer to the public a new genus in motordom—a cycle for the carriage of a single individual, who, without exertion or inconvenience may, with parlor car smoothness and comfort, travel at a walk or motorcar speed. The ideal above expressed has its mechanical resultant embodied in the Pierce four-cylinder, shaft-driven machine, which is distinctive in large tubing, long wheeled base, mechanically correct spring forks, simple and effective control and a motor weighing but fifty pounds, which, without vibration, delivers to the rear wheel every pound of energy produced, save a negligible discount expended in the gears.



In the geometry of this motorcycle the scientific principles and special features of the Pierce bicycle have been conserved, but only in so far as they adapted themselves to motorcycle construction. The dimensions of tubing, wheel base, bearings, etc., have been increased. All the attributes of quality, stock and dimensions have been figured on a scale of proportion with mathematical accuracy. There is also an intimate harmony of proportion in the size of the motor and the frame with its appurtenances. Like its far-famed prototype, the engine of the Pierce Great Arrow car, this miniature motor develops phenomenal speed, which is reproduced into equivalent horsepower efficiency. In converting the Great Arrow engine into one suitable for a motorcycle, in addition to decreasing dimensions, several other changes were either necessary or advisable. These changes were all made with consummate success and have tended to increase the motive energy and working efficiency of the engine.

There have been a number of machines built by The Pierce Cycle Company for experimental purposes. These are all of one type. They are being used in different parts of the country, and although thousands of miles have been registered by them, it yet remains to have it reported that one has failed to operate at any time or anywhere. These machines delight in hill climbing. As for starting and running, all that is needed is gasoline and oil. The Pierce Cycle Company are prepared to close agencies for 1909 and invite correspondence. The output will be limited and orders will be filled in the sequence received.

Mechanical Description

Frame:—Best seamless steel tubing; top, bottom and upright tubes are 3½-inch diameter by 18 gauge, motor supports and right lower fork 1-inch diameter by 16 gauge, left lower rear fork 1 1-16-inch diameter by 13 gauge and upper rear forks ⅞-inch diameter by 16 gauge. The structural design and the material used in the Pierce frame gives it greater strength than there is in the frame of any other motorcycle on the market. It is out of the question to twist this frame by going through deep sand or over rough roads, and any impact sufficient to buckle or force from alignment any portion of it would be tremendous indeed.

A UNIQUE FEATURE

Not only does the large tubing of the frame give added strength and elegance but it adapts itself readily to be used as a receptacle for those motor indispensables, gasoline and lubricating oil. Such a system of gasoline and oil carriage, obviating as it does the use of separate tanks, is a departure bound to have limitless popularity among discriminating riders. The top and upright tubes of the frame contain the gasoline; the capacity is seven quarts, or an amount sufficient to run the motor 125 to 150 miles. The lower or front tube contains the motor oil; the capacity is five pints, which, with the oil in the base of the motor, is sufficient for from 1,500 to 1,800 miles. The tubes utilized for gasoline and oil are copper-plated on the inside.

Front Forks:—One of the features of any successfully built motorcycle is the elimination by mechanical absorption of the vibration impulses received either from motor or road contact. In the Pierce there is no vibration from motor to frame; consequently there only remains to absorb the vibration received from the road surface. This is done by admirable method. As will be readily perceived by reference to illustration of the motorcycle, the frame, or weight-supporting fork, is of the heavy, rigid, triple-crowned type. The ends of this fork do not connect directly to the wheel-hub, but are attached to the ends of the front shock-absorbing fork at the hub by means of steel links. As these links are ball bearing at both ends, free oscillation results. The front shock-absorbing fork is, of itself, rigid, but the neck operates into a Pierce hygienic cushion cartridge (the same construction as used on Pierce cushion frame bicycles). This cushion is a combined pneumatic and helical spring mechanism and eliminates vibration without transmitting the slightest tremble to the frame.

Handle Bars:—These are of the "V" type and are held in the front forks by the well known Pierce expander.

Mud Guards:—The guards have a long sweep, are wide, protecting the machine and rider. The rear guard is hinged so that it can be raised, thus offering no obstruction to the removal of the rear wheel.

The Wheels and Wheel Base:—Both front and rear wheels are 28 inches diameter, taking 2½-inch detachable tires. The wheel base is 60 inches.

Supporting Stand:—This stand is attached to the rear axle in such a manner as to permit the rear wheel being removed and the stand to remain in use undisturbed.

The Control:—The rider operates the motorcycle, brake excepted, entirely by turning the grips. No lever or bar connections are used. Bowden wire tubes encasing piano wire cables, lead from the grips through the handle bars to the throttle, magneto and the exhaust valves. Turning the left grip actuates the throttle, while the right grip controls the raising of the exhaust valves and the advancing or retarding of the spark. The controlling system is dependable and harmoniously automatic.

The Motor:—The motor is distinctly "Pierce," being of the same general type as the engine of the world-famed Pierce Great Arrow automobile, except that it is modified in size and improved to meet the exact measurements of a motorcycle. There are four cylinders, and in running no vibration occurs in the motor, and no jar is transmitted to the frame. The cylinders are the finest grade of cast grey iron and have wide cooling flanges. All cylinders are separately cast, then accurately machined. The bore is 2 3-16 inches, while the stroke is 2¼ inches.

The pistons are grey iron and have three rings each. The crank shaft is one piece of nickel steel, accurately machined, oil treated, and all bearings are ground true to size. The cam shaft and cams are one piece of steel accurately machined, hardened and all bearings ground. The valve gears, gears for driving the oil pump and magneto are all hardened steel and run in oil. The inlet and exhaust valves are mechanically operated and so carefully constructed and adjusted that almost limitless mileage can be obtained without regrinding them.

The lubrication of the motor is by gear pump, and the operator needs to have no concern on the subject of motor lubrication beyond keeping oil in the tank (neither is it necessary to have a special oil, any good motor oil—not too dense—will serve the purpose). The pump is located in the front part of the crank case and forces the oil through channels directly onto the bearing while the motor is running. The bearings are all large, being ⅞ inch diameter, the main bearings 1⅜ inches long, and the connecting rod bearings 1 3-16 inches long, all of phosphor bronze.

Ignition:—No batteries or cells are used, but in their stead is the infinitely more satisfactory magneto, of the celebrated Bosch type, gear driven from motor. The magneto is securely attached to front of motor and cannot possibly get out of alignment.

OTHER DISTINCTIVE FEATURES

Transmission:—The driving mechanism is by shaft and gears, a disc clutch in the flywheel of motor connecting with a pinion on a jack shaft, which in turn drives a gear on front of the shaft running inside the left lower rear fork tube. This shaft has a bevel pinion on its rear end which engages a bevel gear on the rear hub. The transmission is much the same as that used in automobile construction. The clutch can be quickly released, in case of accident or lack of gasoline, by loosening two nuts, so that the machine can be pedaled without running the motor. The driving gears all run on ball bearings, are made of the best steel for the purpose, and are carefully hardened. The gear ratio is five to one.

Carbureter:—The Breeze is used. This is of the float feed type, and has proven very economical in conjunction with this motor.

Muffler:—This is very simple, consisting of two heads, an outer casing, a perforated inner tube terminating in a tapered nozzle at the rear, and a screw holding it together.

A Brief Category of Condensed Information

Price—List $350.00.
Motor—Pierce, four cylinder, air cooled.
Stroke—2¼ inches.
Bore—2 3-16 inches.
Horse-power—Six to seven.
Carbureter—Breeze.
Control—Grip.
Muffler—Pierce.
Frame—Best seamless tubing, 3½ inch diameter.
Fork—Pierce patent hygienic cushion.
Wheels—28 inches.
Wheel Base—60 inches.
Transmission—Bevel gear shaft, pedal gear ratio 56, motor ratio five to one.
Brake—Pierce New Departure.
Tires—2½ inch Detachable.
Ignition System—Bosch magneto; Mosler spark plug.
Tanks—None; gasoline and motor oil contained in frame tubes.
Valves—Mechanically operated, inlet and exhaust.
Oiling System—Force feed by gear pump.
Clutch—Friction, multiple disc.
Speed—Five to sixty miles per hour.
Equipment—Optional, best throughout.

Pierce in Pittsburg

PITTSBURG, Sept. 9th.—Yesterday quite a sensation was caused among motorcyclists when the new four-cylinder Pierce made its debut in this city. It was being forwarded to St. Louis, but the Pierce representative stopped over here to show the machine to Banker Bros., who are the Pierce agents in Pittsburg. The machine was given a thorough trial on Heberton avenue, which is one of the steepest streets in the city. It was ridden by McCurdy, of the Banker Bros. Co., and tried out against a 4½-h. machine of a famous make. It is said that McCurdy reached the top of Heberton avenue, a stretch of several blocks, some fifty feet ahead of the runner-up. Banker Bros. announced they would have a sample on view within four or five days.

PORTLAND, ORE.—Ballou & Wright, who maintain an important motorcycle depot at 86th Street, advise Motorcycle Illustrated that their Mr. C. F. Wright will leave early in October for a general trip in the East. He will visit all the eastern manufacturers of machines and accessories.

A Traveler's Note.

JUST returned from a western trip on which I saw some very interesting things. In Chicago I was very favorably impressed with the Magnet. Its low seat and long wheel base were features, while the motor placed further to the front than in any machine I have seen, insures clean riding. The frame, too, is remarkably strong, and the machine is well braked. I also visited the Thor factory in Aurora, Ill. It is a very interesting place and their plant is very impressive. While in Chicago I had a thoroughly enjoyable ride on a Thor sidecar.—F. J. W.

THE MOTORCYCLE MART
SELLS THE STUFF
TWO CENTS A WORD

Have You Noticed?

¶ In every big event that tries the reliability, power and speed of fully equipped motorcycles, the

Excelsior Wins

¶ In the Chicago Motorcycle Club Reliability Run from Chicago to Kokomo and return, 415 miles in two days,

In a field of 18 starters
3 were Excelsiors

Eight Finished
3 were Excelsiors
and all with perfect scores

¶ Thus is proven the quality of the Excelsior stock machine, exactly as it is delivered to every custome without special preparation or equipment.

¶ No Excelsior is better than any other, but all are better than any other make.

¶ Our catalogue M. C. 22 tells you why. Write for it.

Excelsior Supply Company

ESTABLISHED 1876

233-237 Randolph Street, Chicago, Illinois

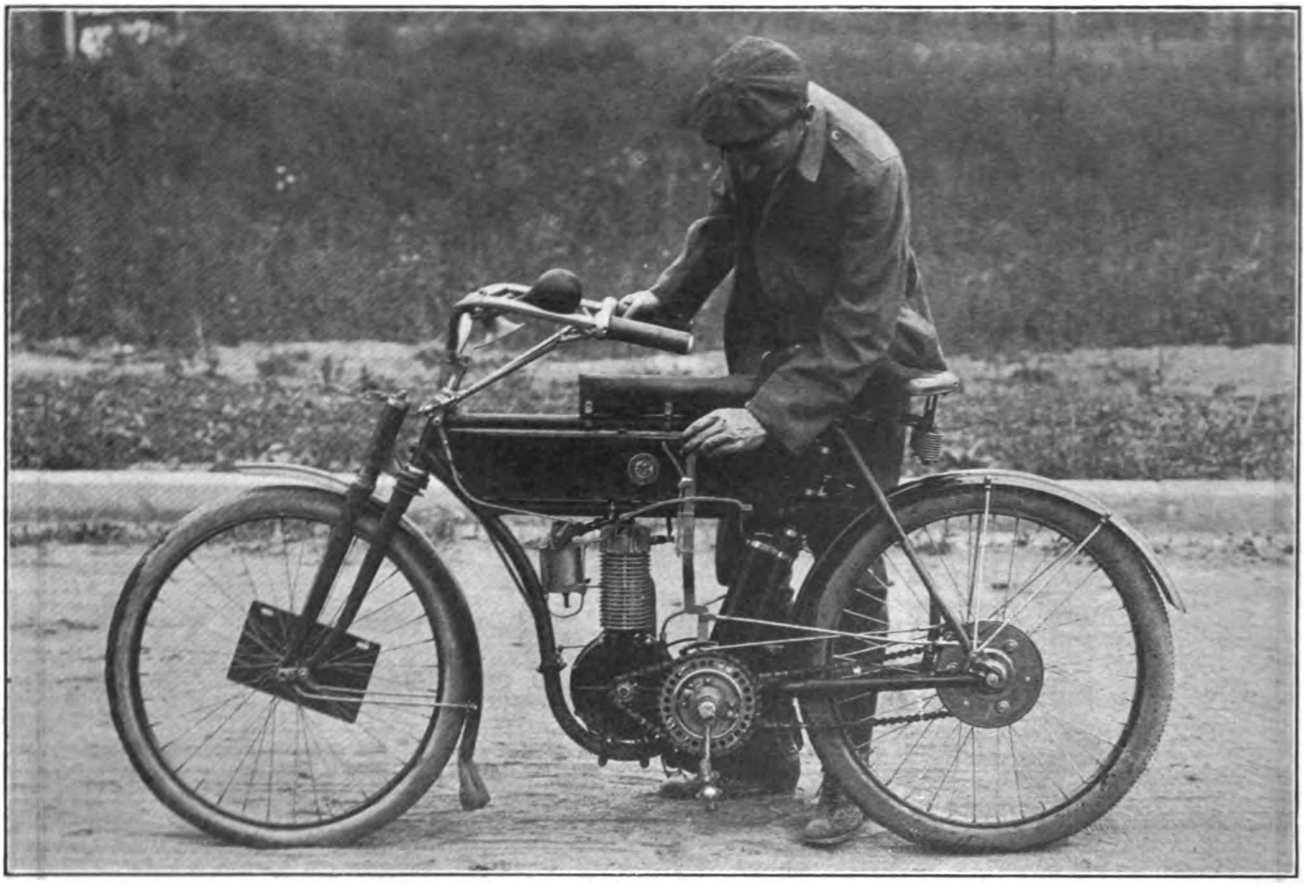
NEW FREE ENGINE AND TWO-SPEED HUB

A TWO-SPEED and free engine hub that can be adapted to most any make of machine, either chain or belt driven, has been invented by Geo W. Sherman, manager of the motorcycle department of the Light Mfg. & Fdy. Co., Pottstown, Pa. By placing this device in the rear hub much of the wear and friction that has been a drawback in two-speed gears heretofore is done away with.

It is shown in the photograph embodied in a Model "A" Light motorcycle of 2¼ h. The mechanism is controlled by one lever, to which is attached two rods, one for operating the band brake on the gear drum, the other to operate the clutch. Between the high and low gear is the neutral or free point. By moving the lever forward the low gear is applied in a gentle manner, all jars, jerks and strain on the gears is being eliminated. To go from low to high the neutral point must be passed through, the band brake is released and the clutch then starts to take hold in a gentle manner, relieving the chain and motor from undue strains and jerks. On the high gear the power is applied direct, no gears being in action.

Another unique feature is the method of starting the motor, and at the same time utilizing the same device for another purpose. The machine, instead of having the regular pedal cranks and shaft, has a set of cranks four inches long, each independent of the other and both hanging down in the same direction, making foot-rests. The left pedal and crank acts as a starting crank for the motor. It shoves in and engages a clutch on the sprocket, and the operation of turning this one crank by hand, or with a shove of the foot, starts the motor. The crank at once backs off, aided by a stiff spring. This also does away with all chances of accident in case of back-kick from the motor. In the event of batteries or fuel giving out while on the road, both cranks and sprocket are locked together by means of a small key, thus permitting the rider to pedal through the use of either the high or low gear.

All the operating parts of this hub are run on ball bearings. Even the clutch operating arm is provided with ball bearings to take up the friction on the thrust. The hub itself is provided with three sets of bearings, one on each end and the other about in the center of the hub, the latter being placed there to eliminate any chance of the axle springing. The gear is provided with a hand brake on the left side, operated by the heel of the rider's shoe, from the right pedal. The machine shown is geared 5¼ to 1 on the high and 9¼ to 1 on the low. Mr. Sherman has tested this machine on the toughest hills, and over the rough and sandy roads of Pennsylvania, and every part of the mechanism has stood the test with surprising results.



The photograph shows him advancing the lever forward to slightly engage the low gear, which moves the machine so slowly that it can hardly be figured. He then mounts and advances the lever so that the gears are engaged enough to slowly draw the extra load of rider. A further advancement locks the gears tight and the load is then under way, after which the lever can be moved back into the high-speed clutch if so desired. A pleasing feature is the absence of all jar and jerks while going through these changes. The work that can be done by the 2¼-h. motor on mountain grades is wonderful, the fact that one can climb a stiff grade at a normal speed and pick your way is not only gratifying but makes motorcycling safer than ever before, not only on the hills, but where traffic is congested.

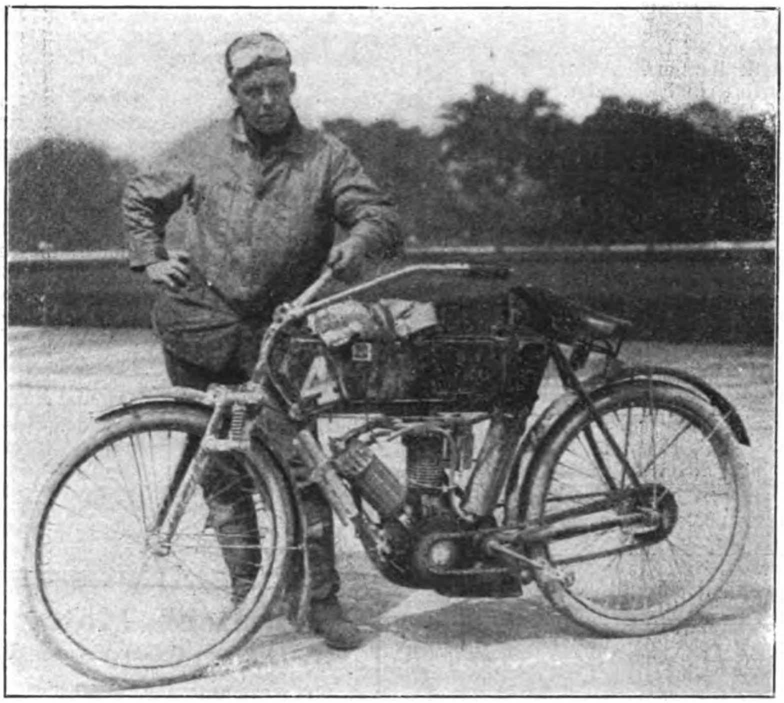
ONE of the latest concerns to enter the field is the Bi-Motor Equipment Co., at 177 Portland street, Boston, Mass., where it handles Excelsior and Crouch motorcycles, motorcycle, bicycle and automobile sundries.

THE dirigible balloon which L. Beachey has been exhibiting at the fair grounds in Wilkesbarre is fitted with a Hedstrom twin-cylinder motor, identical with those used on the Indian machine.

Thor WINS

The Only Perfect Score

Beats All Comers in Open Contest



The Severest Test of the Season

The Chicago Motorcycle Club's Third Annual Endurance Contest—two days, 414 miles—and the

ELIMINATION CONTEST

three and one-half days, 702 miles in sand, mud and water. Nineteen entries, eight other makes.

The Thor Motorcycle is a QUALITY MOUNT

The Thor Line is a Live One

Aurora Automatic Machinery Co., AURORA ILLINOIS

MOTORCYCLE MART

BUY: SELL: EXCHANGE

Two Cents a Word Cash With Copy

FOR SALE—1908 two-cylinder Indian, new, cheap. Fred Lloyd, McKeesport, Pa.

FOR SALE—Twin motorcycle engine, Schebler carbureter; N. S. U. two-speed gear, fitted for Curtiss engine. Edw. J. Reading, Pa.

FOR SALE—Twin motorcycle engine, Schebler carbureter; N. S. U. two-speed gear, fitted for center engine. Edw. J. Stone, Indian Orchard, Mass.

MOTORCYCLE FOR SALE—A splendid, practically new, special-built 4-h. M.M. Special; as good as new; used only a few times. Reason for selling, want an '09 two-cylinder M.M. This machine still has the factory guarantee. Write quick. Address R. P., Box 764, Campello, Mass.

FOR SALE—One 3¾-h. N. S. U. white enamel road racer, $200; one 3-h. N. S. U. touring, $150; one 6-h. N. S. U. twin road racer, $275. All practically new. All the above have magneto ignition. One Curtiss single-cylinder, good as new, $60. J. F. McLaughlin, 206 West 76th St.

FOR SALE—1908 Buckboard, elegant condition, $150. John H. Jones, Sparta, Wis.

FOR SALE—Sixty motorcycles of all makes; some so near new it would be hard to tell the difference. Almost new '08 Royal, $125; '08 M.M. Specials, 3½ h. and 4 h., $125 to $135; brand new Emblem, has Thor 2¼-h. engine, cost $210, never ridden, only $125; Indian 5-h. twin, $145; Curtiss 5-h. twin, $135; also Yales, Marsh, Orient, Thomas Auto-bi, Armac, Merkel, Indian, tricars, Puegoet, French-built machine, Columbia and dozens of others ranging in prices from $35 up. Tell us what you want and your price. We can please you. Brockton Motorcycle Exchange, P. O. Box 702, Brockton, Mass.

FOR SALE—Vindex Special, 5 h., twin, magneto, $200; '08 Indian twin, $200; '08 Royal, $75; '07 Armac, $75; N. S. U., $90. Widmayer, 2312 Broadway, New York City.

FOR SALE—One 3½-h. Harley-Davidson and one 3-h. Armac motorcycles. Write for particulars. H. C. Dieckhoff, 230 S. Main st., Decatur, Ill.

FOR SALE—French tricar, single cylinder, Peugeot engine, 5 h., water-cooled, two-speed, chain transmission. Tiger Cycle Works, 782 Eighth Ave.

HEATH CHALLENGE "V" style and flat belts for motorcycles and automobiles. All sizes, pliable as a string, grips like steel; waterproof, slipless, stretchless, durable. Agents wanted. Agencies: Thiem Mfg. Co., Minneapolis, Minn.; Denver Auto Goods Co., Denver, Colo.; Central City Rubber Co., Syracuse, N. Y. Manufactured by Heath & Co., 284 Columbus Ave., Boston, Mass.

NEW PITTSFIELD SWITCH
The ONLY Magneto Copper Switch that is perfectly DEPENDABLE.
Our Guarantee is Absolute
Write for full particulars
Pittsfield Spark Coil Co., Dalton, Mass.

F. B. WIDMAYER, the well-known Indian agent at 2312 Broadway, New York City, has secured the exclusive New York agency for the two-speed and free-engine gear made by Bushnell & Cannon, Cleveland, O. This transmission can be applied to any make of motorcycle which uses the countershaft construction. Mr. Widmayer recently fitted his tricar with one of the B. & C. transmissions, and he will be glad to demonstrate it at any time by appointment. If you cannot call, send for catalogue and other data. Widmayer has the gears in stock ready for immediate delivery.

GREAT things have been done by the Thor lately. At Los Angeles on September 9th one of the twins set a new record for the hour, 56 miles 660 yards, which is eight miles ahead of the previous distance for this time, and also broke all records for the miles from 22 up to 48, where it began to make the new records. At Chicago Hinckley won out in the Endurance Run and Elimination Trials, covering twelve hundred miles before he finally was returned the victor. This was probably the hardest contest ever conducted for motorcycles in this country.

JOHN A. STREET & CO., 12-14 Wellington St., E., Toronto, Canada, are gathering information relative to the first cost, upkeep expense, running charges, etc., etc., of tricars used in daily service for light parcel delivery purposes, and, through a representative in New York City, have asked Motorcycle Illustrated for such figures. Manufacturers building tricar and sidecar package attachments are asked to communicate with the company direct. Some ten or twelve machines will be put in use should their efficiency be demonstrated to the satisfaction of the above concern.

HOWARD A. FRENCH & CO., agents in Baltimore, Md., and who make a leader of the Indian, write that, notwithstanding the hard times, their 1908 year was the best they have had in the business. They say: "In our opinion the motorcycle business is just starting here, and our last has been our most successful season. Our motorcycling department shows more gain than any other branch of our business, so we are exceedingly happy."

THE attention of the trade and general readers of Motorcycle Illustrated is called to an error which occurred in the advertisement of the Mechanical & Electrical Manufacturing Co., 46 North Desplaines street, Chicago, Ill., in our issue of September 15th. In this advertisement a price of 20c. was quoted for their adjustable ball joints. Their catalogue No. 10 will give you all the facts and prices.

Pfanstiehl Motor Cycle Coils
Are Guaranteed for 5 Years
Study our method of construction and learn how this is possible.
Standard equipment with six of the leading mfgrs.

Write for particulars
PFANSTIEHL ELECTRICAL LABORATORY, North Chicago, Ill.

C.O.T. GUM - GUM
C. O. T. Gum Gum. Ask your dealer how nicely it repairs digouts in your auto shoe. For sale by jobbers. CHAS. O. TINGLEY & CO., Rahway, N. J.

MOTORCYCLE SUPPLIES
• SEND FOR CATALOGUE •
MOTORCYCLE SUPPLY CO.
HAMMONDSPORT. N.Y.

THE MOTOR CYCLE 1d
The British Motor Cycle NEWSPAPER
American subscription rate, $2.50 per annum
"The Motor Cycle," 20 Tudor St., London, E.C.

Kindly always mention the paper when writing advertisers.

MORGAN & WRIGHT

Motorcycle Tires

carried off practically all the honors in the Chicago—Kokomo Endurance Run of 414 miles, which called for an average speed of 17 miles an hour

Here's Their Record

Seven out of the nineteen machines starting were equipped with Morgan & Wright Stock Tires.

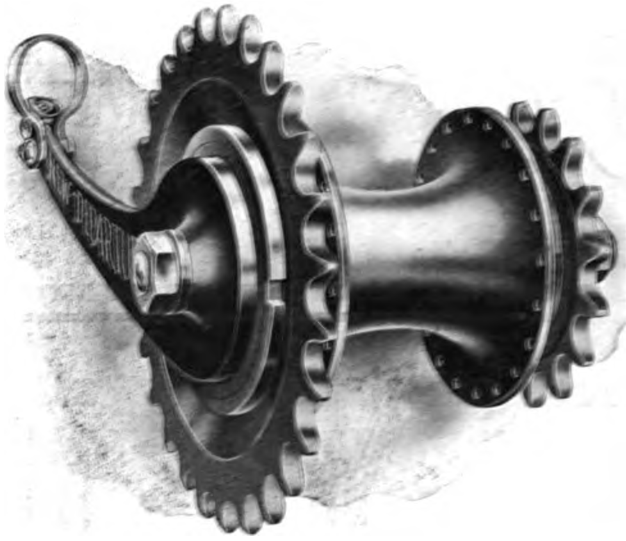
Six out of the seven machines which finished with perfect scores were equipped with Morgan & Wright Tires.

One lone puncture was the sum total of all the tire troubles experienced by riders using Morgan & Wright Tires.

You can call that luck, a "happenstance," or **exceptionally good tire service,** as you please; the fact remains that you can get the same kind of service on your machine by using the same kind of tires.

SOLD EVERYWHERE

MORGAN & WRIGHT, Detroit



Model BB for Chain Drive

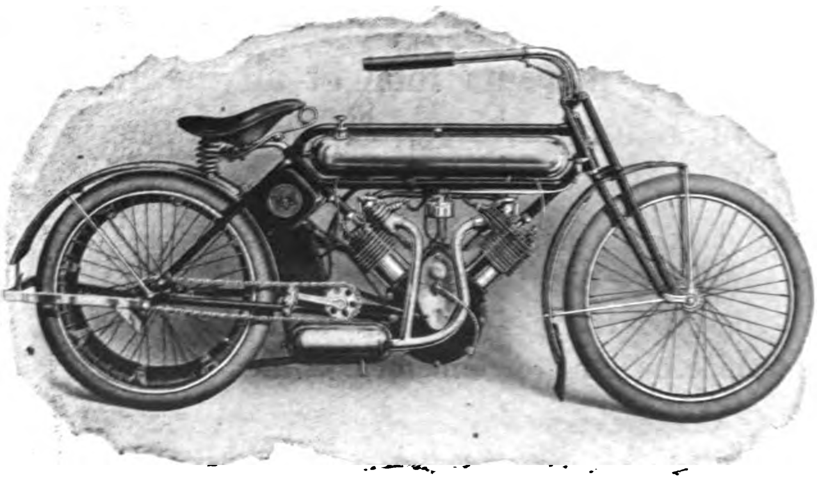
NEW DEPARTURE COASTER BRAKE

For Bicycles and Motorcycles

This is the make so many motorcycle riders are talking about—the make that is reliable every time. Perhaps you are having brake trouble. If so, investigate the New Departure.

The New Departure Manufacturing Co., Bristol, Conn.

A FEW FACTS ABOUT THE DESIGN AND CONSTRUCTION OF THE M.M. TWIN



The M.M. Twin was designed to fill a want among riders for an easy starting, easy riding, high powered machine. We did not rush out a makeshift model to fill orders of some of our customers, who wanted twin cylinders or nothing, and at once.

Every part of the M.M. Twin was carefully thought out, and worked out, and every new feature thoroughly tested before its adoption, with the result that the M.M. Twin is positively the smoothest, quietest running, strongest pulling and easiest handling machine in the world, for its power.

It handles as easy as a lightweight, owing to its low motor position.

The 90-degree angle is the only way to build a twin cylinder machine to give perfect balance. We challenge anyone to disprove this claim.

The M.M. Twin will run at full speed on the stand with less vibration than any other machine in existence, or any other two or four cylinder automobile engine. A broad claim, to be sure, but the M.M. can back it up to anyone wanting to see this point demonstrated.

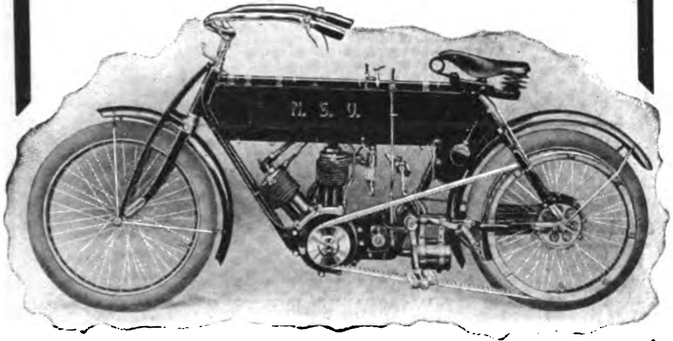
Our complete line for 1909 is the best ever.

AMERICAN MOTOR COMPANY, - - Brockton, Mass.

Factory Representative: Mr. GEO. P. JENKINS, 10 West 60th Street, New York City

NSU

The Fastest Stock
MOTORCYCLE
In the World



6 H. P. TWIN MODEL

The machine that's done the trick, time and time again, and put the others in the shade.

AT DETROIT

in a large classy field, including the presumably unbeatables, a

6 H. P. N. S. U. WINS

The Five Mile Open for Stock Machines

It not only beat the motorcycles of higher horse power, but lapped the standard makes of East and West, which were ridden by well known experts

THINK!

Prospective Buyers—Legitimate Agents
A STOCK MACHINE DID IT

WRITE FOR CALALOGUE "N"

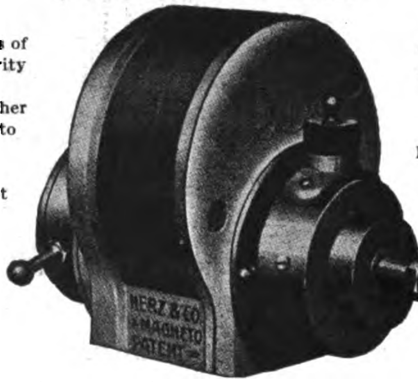
N. S. U. MOTOR COMPANY
206 W. 76th Street, New York City

EUROPE'S MOST SUCCESSFUL MAGNETO

HERZ'S HIGH TENSION MAGNETO
Made in the Herz European Factory
Smallest, Lightest and Most Effective Magneto ever made

20 Points of Superiority Over Any Other Magneto

It Cannot Fail



A Marvel Of Fine Workmanship

A Revelation in Construction

Special Motorcycle Types. Weight 4½ Pounds

Made of the Finest Styrian Magnet Steel
Ball Bearings. Platinum Contacts. No Pole Pieces.
All Parts Interchangeable. Toolmakers' Work Throughout

WRITE US

HERZ & CO., Civil Engineers
203 LAFAYETTE ST., NEW YORK
PARIS VIENNA

MERKEL

Spring Frame Motorcycles with Ball Bearing Motors

have during the past season by their consistent performance gained for themselves an enviable reputation and universal recognition, not in one particular locality, but wherever introduced. The list of winnings and notable performances has grown so rapidly that space will not permit enumerating all here, but copies of same can be had and all other details regarding exclusive points of construction, operation, etc., by request, to

Merkel Motor Co.
1130 26th Avenue
MILWAUKEE, WIS.

CORBIN

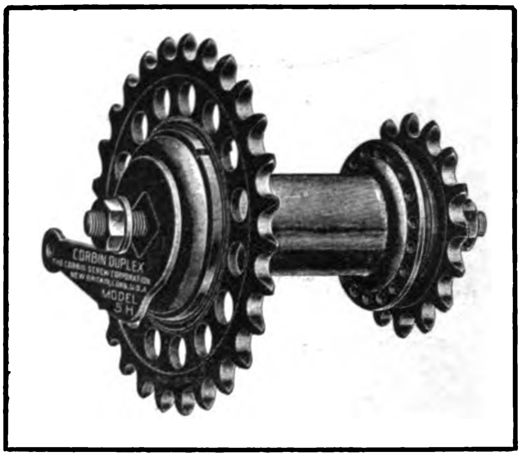
The Coaster Brake that earned the right to lead, not by words but by deeds, and many of them.

Whether applied to

Bicycles or Motorcycles

it has proven uniformly satisfactory.

Every one knows that the name Corbin is but another term for quality.



CORBIN MOTORCYCLE COASTER BRAKE

We are ready to talk 1909 Business

Corbin Screw Corporation, HIGH ST., NEW BRITAIN, CONN.

FOUR YEARS BEFORE

Any other American Manufacturer

Armac Introduced

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Did the Harley-Davidson, as usual, make the **BEST** showing in the C. M. C. C. 1908 Endurance Run?

BECAUSE

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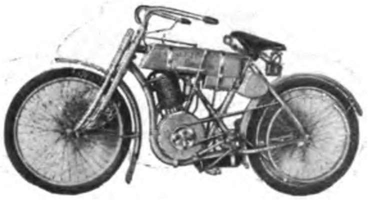

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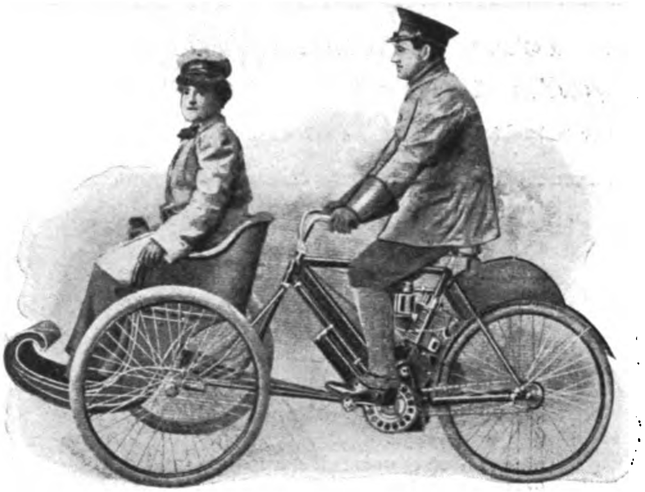

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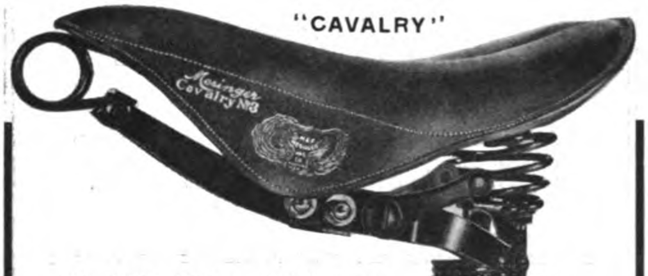

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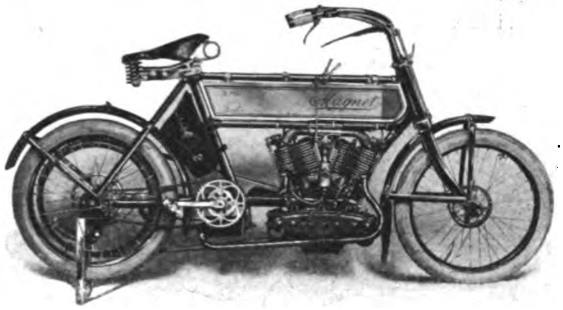

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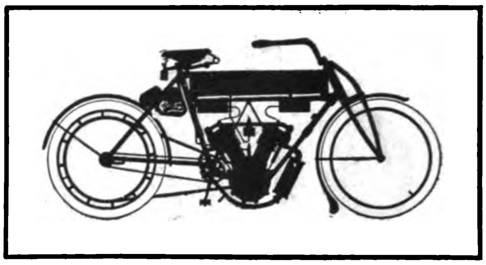

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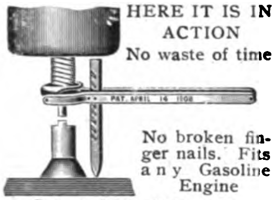

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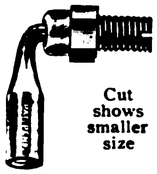

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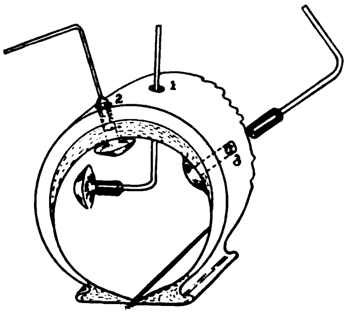

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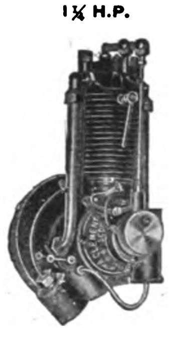

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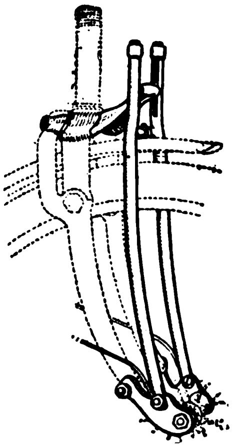

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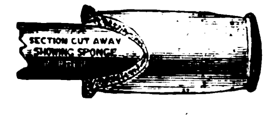

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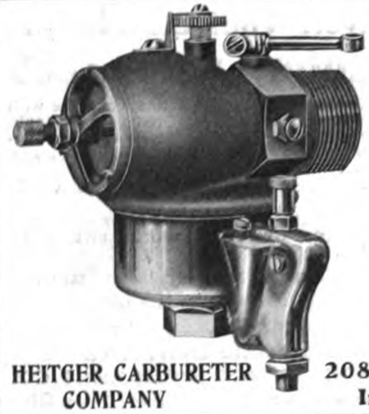

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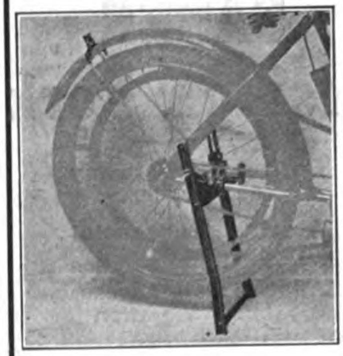

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O. M. C. Motorcycle Stand

Weight only 3 pounds 9 ounces
Price, complete, $3.50

FEATURES: Rear wheel can be removed without interfering with Stand. Easily attached. Handsome in appearance. Light and compact. Locks automatically up or down. Made of best steel throughout. Released by the foot. Operates from one side. Having no separate legs, cannot get into the spokes.

Clamps of new design, having two point contact on frame, which eliminates all danger of tubing crystalizing. Quickest operated. Beautifully nickeled and enameled in Black and Indian Blue.

Specify make of machine when ordering

Manufactured by
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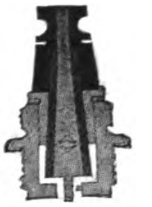

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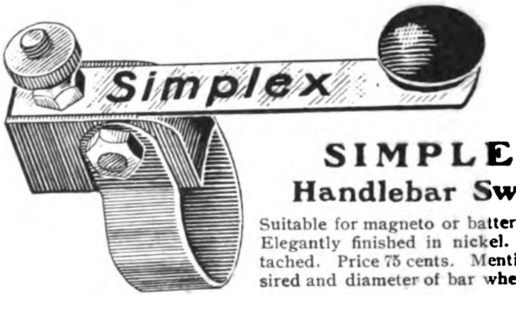

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ARE TRUMPS

—THAT'S WHY HE LAUGHS—and well he may, for, the man who rides the 1908 N. S. U. will be happy and contented.

HE'LL GET THERE
and HE'LL GET BACK

and what's more at the time set.

There are a few fundamental points of highest merit embodied in the N. S. U. which should be considered by every purchaser, these are:

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MOTORCYCLE ILLUSTRATED

Vol. III October 15, 1908 No. 14
MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

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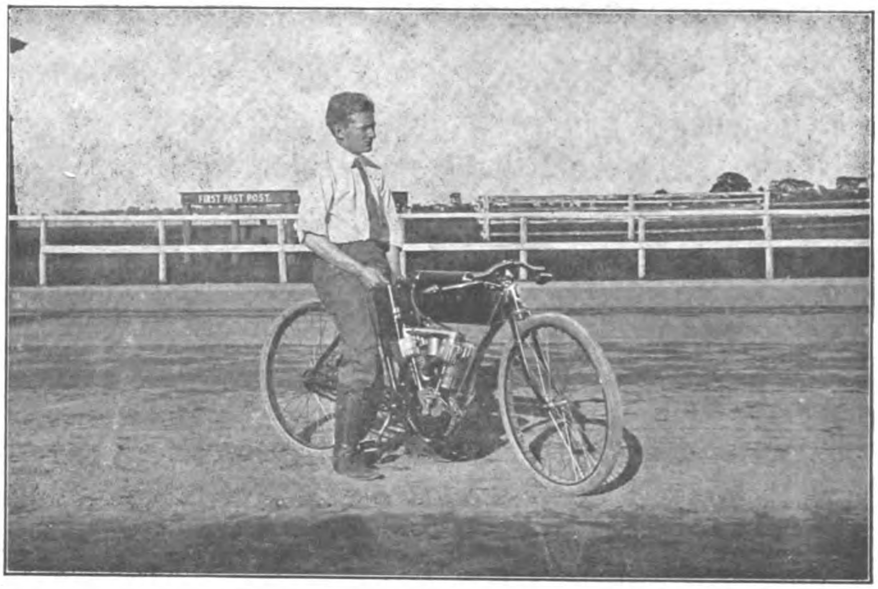
THE INDIAN



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FRED HUYCK RODE ONE MILE IN 53 SECONDS
TEN MILES IN 9.17 2-5
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On October 10th, on the Point Breeze Race Track, Philadelphia—

R-S Wins Second, ridden by an amateur, who defeated all of the best expert riders of America, except one.

Three R-S machines were entered and all three were in the race at the finish; the only make of machines finishing with all entries.

At Cheyenne, Wyoming, September 19th—

R-S Motorcycles Won First in All Events.

At Washington, D. C., September 4th—

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First in Two Events—defeating **Specials** sent across the country to make a killing.

R-S Motorcycles are renowned for general excellence; not for speed only—No other good quality has been sacrificed for speed in their construction.

STAUNCH, RELIABLE and ECONOMICAL
If you want "America's Best" ride an "R-S"

READING STANDARD COMPANY

READING, PENNSYLVANIA

MOTORCYCLE ILLUSTRATED

Vol. III. No. 14 Oct. 15, 1908

PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY

AT TWO SHOWS

SPLENDID EXHIBITS PLANNED BY MEMBERS OF MOTORCYCLE MANUFACTURERS' ASSOCIATION FOR BOTH NEW YORK AND CHICAGO

EXHIBITS of motorcycles in the 1909 Automobile Shows at Madison Square Garden in New York, January 16th to 23 inclusive, and at the Coliseum Annex in Chicago, February 6th to 13th, have been planned on an elaborate scale by the Motorcycle Manufacturers' Association. Its committee has not been idle. In conjunction with the managements of both shows it has secured more space—sixty per cent. more—than has been devoted to motorcycle exhibits in any previous show, and what is still better, this space has all been contracted for by the representative firms of the trade. In fact, already more room is in demand, both among exhibitors who have been allotted space and by others who had not made their applications to the show promoters at the time the space allotments were made. It is doubtful whether enough additional floor space can be secured to accomodate these late comers, though efforts will be made to do so at both shows.

The allotment of space for the Madison Square Garden exhibit took place on Tuesday, October 6th, but as changes may be necessary before the final arrangements are made, the locations of the exhibitors have not been definitely decided. It is known, however, that the concerns that showed their products at the Garden last year will have the choice spaces in the main isle, the "tunnel" as it is called, of the basement. The rest of the exhibitors will be placed near the isle in the long passageways which were last year occupied by commercial vehicles.

The original allotment of 5,000 square feet of space has been sold, all but 116 feet, and that has been applied for, to date. The manufacturers and importers that secured this allotment are: American Motor Company, Auto-Bi Co., Aurora Automatic Machinery Co., Aquatic Cream Separator Co., Consolidated Mfg. Co., G. H. Curtiss Co., Excelsior Supply Co., Hendee Mfg. Co., Harley-Davidson Motor Co., Light Mfg. and Fdy. Co., Merkel Motor Co., New Era Gas Engine Co., N. S. U. Motor Co., Ovington Motor Co., Pierce Cycle Co., Reading-Standard Co., Royal Motor Works, Thiem Mfg. Co., Wagner Motor Co., Walton Motor Co., The Hornecker Motor Mfg. Co. and the Reliance Motor Works have applied for space in the manufacturers' section. Applications from the following accessory manufacturers and jobbers have also been received: F. A. Baker & Co., Eclipse Machine Co., H. & F. Mesinger, Motor Car Equipment Co.

Representatives of the show committee of the Motorcycle Manufacturers' Association took up the matter of location with the management of the Chicago show last week, with the result that a portion of the second floor of the Coliseum Annex has been set aside for the motorcycle section. The word had gone around that the motorcycles were to occupy a portion of the basement, and strenuous objections were immediately registered by several concerns who proposed to exhibit at Chicago. The space on the second floor, allotted to those whose applications were in by October 3rd, comprises about 3,000 square feet. Additional spaces can be secured in this section to the amount of several hundred square feet if the demand is made for them.

The location is all that could be desired—the same that was occupied by several motorcycle manufacturers at the last automobile show in the Coliseum. Those who have already secured positions there are: American Motor Co., Auto-Bi Co., Aurora Automatic Machinery Co., Bicycling World and Motorcycle Review, Consolidated Mfg. Co., Excelsior Supply Co., Hendee Mfg. Co., Harley-Davidson Motor Co., Magnet Motor Co., Motorcycle Illustrated, New Era Gas Engine Co., N. S. U. Motor Co., Ovington Motor Co., Reading-Standard Co., Thiem Mfg. Co., Wagner Motor Co.

THE test case which Patrolman Henry G. Smith of Detroit, Mich., who is also president of the Detroit Motorcycle Club, has been carrying on in the courts has gone against him on the appeal. He was convicted by a jury in Judge Phelan's court on the charge of running his machine without having it properly registered, on September 24. His attorney asked for a stay of sentence, which was granted. This seems to establish the legality of Detroit's law beyond question, at least until some further evidence than that which has already been brought forth can be secured to upset it.

THE police department of Providence, R. I., has in the past been rather lax in enforcing the provision of the State Motor Vehicle law as it applies to motorcycles. They will be lax no longer, however, and all riders in that State should inform themselves of the provisions of the law. It reads, in reference to motorcycles, as follows: "Every motorcycle must have registry number painted on same, or plate, or marker fastened thereto, while being used or operated upon the public highways, figures to be at least one inch high, and shall not be operated with muffler open."

MINNEAPOLIS CLUB'S ROAD RACE

R. W. GATES, on the only Harley-Davidson entered in the contest, took first honors in the Minneapolis Motorcycle Club's 110-mile road race on October 3. He covered the course in 3 hours, 49 minutes, leading his nearest competitor, Frank Teir, on a Merkel, by just thirteen minutes. Fred I. Cochrane, on a twin Indian, was third, following Tier by two minutes. The race was the second of the kind run off by the Minneapolis Club, an organization formed last June, and was to determine the club championships. It was, of course, limited to entries of club amateurs only, but the time made by the first three men is considered remarkably fast for the distance, as the route was laid out. The course was over the average country roads of the West—none too good in many spots—starting at High Bridge in St. Paul and running through Northfield to Faribault, and return by the same route.

Several mishaps, of more or less consequence, spoiled the fast time of some of the riders and put several out of the running entirely. Dogs, chickens, calves, and automobiles all contributed their share, and mechanical troubles accounted for the rest of the failures.

S. H. De Long, riding a Wagner single cylinder, met with the only severe accident, just before reaching Faribault. He was well in the lead at the time, but going around a short curve in the road he collided with an automobile. The auto, in trying to avoid the motorcycle, swung off clear into the woods, while De Long was thrown into the ditch at the opposite side of the road, and dislocated his shoulder. His injury was attended to at Faribault Hospital.

Fred I. Cochrane, riding an Indian twin cylinder, took the lead from Gates going into Faribault, but on the return journey a short distance out of Faribault one of the cylinders of his machine gave out, and he was obliged to finish on one cylinder.

A. G. Wiley, riding an Excelsior, has one dog and several chickens on his conscience. A. Venta, riding a Torpedo, collided with a frightened calf, and was thrown into the ditch. On arriving at St. Paul at 6.35, when the evening shades were beginning to fall, he met Officer Peter Jergenson, who had been sent out to see the finish of the race. He received a reprimand for racing on the streets of St. Paul, and also for neglecting to light his lamp betimes.

The prizes offered by the club and donated by the local tradesmen, were both useful as well as ornamental in most cases, and were valued at $180. First award, a silver cup donated by the Thiem Mfg. Company, goes to R. W. Gates; the latter also is winner of the gold medal presented by the Wagner Motor Cycle Company of St. Paul for the first single cylinder machine to arrive; second prize, a set of tires presented by the Empire Auto Tire Company, won by Frank Teir; third prize, a Morgan & Wright tourist tire complete with casing, won by Fred I. Cochrane; fourth prize, a lamp and generator, presented by the Gugler Electric Company, won by O. Culver Gould. A. G. Wiley, riding an Excelsior, gets the fifth prize. L. C. Long, on a Merkel, gets the sixth; M. Keppeler, on a Thiem, the seventh, and A. Venta, on a Torpedo, gets the eighth.

Spills and punctures were numerous on the road. A. D. Kelly, on an F. N., ran into a wagon, but did no serious damage. Dr. Smith, on a Thiem, met with ill luck on the road, and did not arrive until late. C. A. Van Sicklen did not complete the course. G. B. Swegles, H. E. Flynn and Ed. Worthington were not heard from till a late hour, nor was A. Sandahl found until well along in the night.

BIG CROWD AT PROVIDENCE TRACK RACES

HEAP Big Injun Swenson went on the warpath again Saturday, October 10th, at the Narragansett track races near Providence, R. I., and took the scalps of all who faced him, not excepting his good friend Buffington. The latter managed to pick second prizes out of two of the three races, as did McLaughlin in one event. In addition to winning all three of the scheduled races, Swenson lowered the track record in an exhibition ride, to 1.02 3-5, which is one and two-fifths better than the mile circuit had ever been negotiated before. The track was not in the best of condition either. There were a dozen soft holes in it, big enough to turn two automobiles turtle during the racing. The holes were made by the cars during preliminary practice, and got worse as the races progressed. Fully 8,000 people turned out to see the combination program, and the motorcycles lent a great deal of interest to the card.

The first event, for the 20.0 cu. in. class, went to Swenson, after a very pretty race between him and Buffington. First one would lead, then the other, but Swenson finally pulled away for a lead of three seconds. In the 30.50 class Swenson repeated, having McLaughlin as a competitor. Both were on 4-h. machines, both motors being fitted with auxiliary parts, and miles were made in 1.04—good going for singles. Because of a false start in the 61.0 cu. in. class the riders were recalled and sent away again. Buffington was again the runner-up, following Swenson closely, with McLaughlin third. The latter's machine went wrong on the fourth lap. The scorers got mixed and flagged him on the finish of this mile, as he pedalled his mount across the line, when it was agreed by most everyone that he still had another lap to go to complete the five miles. McLaughlin was, however, awarded third money.

Summaries: First race, five miles, for motors 20 cu. in. class—Won by B. A. Swenson, 2¼-h. Indian; second, E. L. Buffington, 1¾-h. Indian; third, R. Thomson, 2-h. Indian. Time, 6.35.2-5.

Second Race, five miles, 30.50 cu. in. class—Won by B. A. Swenson, 4-h. Indian; second, J. McLaughlin, 4-h. Merkel; third, E. L. Buffington, 1¾-h. Indian. Time, 5.37 2-5.

Third Race, five miles, 61.0 cu. in. class—Won by B. A. Swenson, 7-h. Indian; second, E. L. Buffington, 4-h. Indian; third, J. McLaughlin, 4-h. Merkel. Time, 5.28 1-5.

One mile against track record of 1.04—By B. A. Swenson, 7-h. Indian. Time, 1.02 3-5.

CANADA'S crack rider, W. J. Madigan, was beaten by more than a mile in a five-mile race at the Exhibition Park track in Toronto, Ontario, on October 2. H. A. Marshall was his conqueror, with a new 5-h. Indian. The time was 7.50.

ANOTHER one and one-fifth seconds was clipped from the Clifton Stadium (Paterson, N. J.) track record for the mile by Jake De Rosier on Sunday, September 27. Riding against "Mormon" Samuelson, from Salt Lake City, he covered the distance in 0.56 1-5.

CHICAGO—MILWAUKEE

Intimate Story of the Man Who Broke the Record: M. H. Mills

OF course you are very anxious to hear the story of the Chicago-to-Milwaukee Record Run. You would have had it before this had I been able to pull my senses together, for the riding conditions were such as to test the nerve of the most "Dare-Devil" of riders, to which class I don't naturally belong, (but after a start is made it is altogether a different proposition), and I must confess that I was somewhat unstrung.

I got away in fine shape at five a. m. sharp. Everything was fine and I rolled off the limit of the motor until the half-way house was reached, where I ran into a heavy fog, so dense, that I could not see more than fifty feet ahead, and I groped around like in the dark. This fog continued for full two hours, and caused me to overrun nearly every turn of the road, and at one time nearly put an end to things. The fog had clouded my goggles so that I had to dispense with them entirely, then my eyes were continually peppered with the fine gravel and sand from the wheels, and the water on my cap collected and ran in little streams into my eyes, and the front of my clothing was wet through to the skin. It was under these conditions that I was tearing along close to a fifty-mile mark, when a square turn in the road loomed up about a hundred feet ahead, and I surely thought it was all over but the funeral.

M. H. MILLS ON HIS RACING ARMAC.

I jumped onto the pedal and set the brake and slid the rest of the way to the corner and several feet past into the grass without even a spill or a scratch, thanks to the holding qualities of the G & J Bailey Tread tires. This test of brake and tires in somewhat less severe form was repeated dozens of times in the first two hours of running. At the end of that time, however, the brake was about burnt out, and locked up tight, which resulted in my taking the chain off and putting it in my pocket and finishing the last half of the run without a brake, and, although the fog had lifted, I continued to overrun corners.

Things went along at this rate until within about fifteen miles of Milwaukee, when the deep dust and sand and loose gravel piled in the middle of the road would put a Kenosha County sand road to shame, and you can bet that I found some soft spots (and some hard ones too) to light on, and in several places had to walk and push the machine through or around. I also had the enjoyable (?) experience of being struck with a horse whip while passing a horse and buggy for whom I had turned out and given the entire road, while I was on the narrow edge of a ditch.

At last I was well into the south side of Milwaukee, in three hours and fifty minutes from my starting time, but I misjudged and turned the wrong corner, and got lost. I inquired the route to Broadway, and was directed to follow a certain street along a railroad track. Well, I followed it to the end, which was a garbage dump in the railroad yards, so I retraced the route and finally found Kinnikinnick avenue. It was very wet, and in crossing the street car track I took a bad spill and broke a pedal off and part of the muffler, and when I got started the exhaust sounded like a Gatling gun. It was only a couple of short spurts more and I rode up in front of the Hotel Phister dragging my feet in a frantic effort to stop. I rushed in and got my time and several signatures to it, 9.11½ a. m. I was done and mighty glad of it. The cyclometer read 99 1-10 miles, and time 4 hours, 11½ minutes, beating the previous record made by Van Sickle, by five and one-half minutes.

I immediately set out for Kenosha at an easy gait, but Oh! how rough the road seemed now. The engine worked beautifully all the time, and never missed a shot, the auxiliary air valve in the carbureter stuck up twice on the way home, but no further trouble. I arrived home in time for dinner, having covered 140 miles.

A LOCAL enthusiast of Norfolk, Va., describes the races held there on the half-mile track at the old Fair Grounds as furnishing "plenty of excitement all the time," and with a "sensation in each of the eight events." They were the very first motorcycle races Norfolk had seen, and were run off on October 1 before a large crowd of spectators. J. Boyd Anderson was the star performer, his five miles in 6.39 being remarkably fast time for the small track. Summaries:

Two miles, single-cylinder machines.—Won by S. G. Johnson. Time, 3.11½.

Five-mile exhibition—J. Boyd Anderson, on 5-h. twin Indian. Time, 6.39.

Two-mile for championship of Norfolk—Won by Eph. Ball, 3½-h. Indian. Time, 2.36.

Two-mile pursuit, open—Won by Anderson, 5-h. Indian. Time, 2.21.

Half-mile exhibition—By S. G. Johnson. Time, 0.46.

Half-mile exhibition—By B. B. Bibbins, 2¼-h. Light. Time, 0.45.

One-mile and one-half-mile exhibition—By Anderson. Time, mile 1.01½; half mile 0.40¾.

Five-mile pursuit—Won by Johnson. Time, 6.57.

SOME MINOR MEETS

IT was again demonstrated, on Saturday, October 3, that there is nothing slow about Pittsburg, Pa. The results in some of the races there, held at the Schenley Oval by the Motorcycle Club of Pittsburg, were megaphoned to the 3,000 spectators in the grandstand by the announcer as "world's records"—and, as there was no one there to dispute the matter, they went at that. Nevertheless, the riding was excellent and the time made in several events was remarkably fast for a half-mile flat dirt track. The meet was highly satisfactory, both to the promoters and spectators. The latter voiced their approval in a whole-hearted manner on many occasions. Profiting by past experiences, the officials and riders performed their parts in a prompt and capable manner, and there was not a hitch to spoil the fun.

There were many incidents during the afternoon that added to the interest of the events. In the third race, which specified "stock" machines, Russell Geiseiy came to the line with a 3½-h. Indian fully equipped with muffler and all fittings, and provided with a carpet bag for a saddle. Notwithstanding his unique outfit, he won the race handily. In the twenty-five-mile event Geiger was "invited" to take "scratch," and from that position he not only won the race but took the time prize as well. In this race J. H. White took second place, with a seven-minute handicap, on a little 1¾-h. Indian, which was incorrectly rated in the program as 2¾-h. The summaries:

Five-mile, single-cylinder—Won by J. H. White, 1¾-h. Indian; A. G. Schmidt, Indian, second; Irwin Natcher, Triumph, third. Time, 8.22 4-5.

Ten-mile, multiple cylinder—Won by Lysle Geiger, 5-h. Indian; Schmidt, Indian, second. Time, 13.01.

Five-mile, multiple cylinder, stock machines—Won by Russell Geiseiy, 3½-h. Indian; W. D. Porter, Indian, second; J. Watson, Indian, third. Time, 7.35 1-5.

Five-mile, 3-h. or under, stock machines—Won by White, 2¾-h. Indian; G. M. Kughen, 3-h. Light, second; James Riley, 3-h. Light, third. Time, 8.24 3-5.

Five-mile, for 3½-h. or under—Won by Geiseiy, 3½-h. Indian; L. R. Shipley, 3½-h. M. M., second; Kughen, 3-h. Light, third. Time, 7.36.

Twenty-five-mile, handicap, 61 cu. in. or under—Won by Geiger, 5-h. Indian (scratch); J. H. White, 1¾-h. Indian, second (seven-minute mark); J. Watson, Indian, third. Time, 32.00.

THE motorcycle events were the only ones to materialize at the Pueblo (Col.) State Fair Grounds on Sunday, September 27. The advertised "mile-a-minute and nobody hurt" automobile races fell through. Not one of the cars or drivers showed up. All of the motorcycle races were fast for a half-mile track, and interesting. The ten-mile was the feature. Ray Lichtenberger, riding a 3¼-h. Harley-Davidson, had to allow the smaller motors a handicap. Springer got a start of three-quarters of a lap and the other two starters, McKenney and Atterbury, got a handicap of two laps. Lichtenberger passed Springer on the tenth lap and kept ahead of him until just before the fifteenth, when Springer punctured his tire and had to drop out. Lichtenberger made up the other handicap when he passed the stand the seventeenth time. Atterbury came in second, three laps behind Lichtenberger, and McKenney one and one-half laps behind Atterbury.

The novelty pie race brought out much laughter from the crowd. At the end of every lap (one-half mile) the rider had to stop his machine, eat a piece of pie whether he wanted to or not, then remount and continue another lap. Springer disposed of his pie in less time than Lichtenberger and won the race. Summaries:

Five-mile, handicap—Won by Ray Lichtenberger, 3¼-h. Harley-Davidson; B. C. Springer, 3-h. R-S, second; B. S. Marcus, 2¼-h. R-S, third. Time, 8.20 4-5.

One-eighth-mile, slow race—Won by Lichtenberger, 3¼-h. Harley-Davidson; R. Atterbury, 2¼-h. R-S., second. Time, 0.55.

One and one-half-mile, novelty, pie-eating contest—Won by Springer, 3-h. R-S; Lichtenberger, 3¼-h. Harley-Davidson, second; Atterbury, 2¼-h. R-S, third. Time, 3.41 4-5.

Ten-mile, local championship, handicap—Won by Lichtenberger, 3¼-h. Harley-Davidson; Atterbury, 2¼-h. R-S, second; H. A. McKenney, 2½-h. Indian, third. Time, 16.35 1-5.

THE twenty-five-mile open event held on the half-mile [illegible] track at Burke's Station, Va., on Thursday, October 8th, was brought to a sudden ending when James Conway, nineteen years old, ran into a soft spot on one of the turns and was thrown head foremost into a post. Young Conway died at the Emergency Hospital in Washington, D. C., where he was hurried on a special train. The race was the final one of a program of three events which had been arranged in connection with horse racing at the county fair there.

In the first event Conway, on an R-S., ran a close second to W. P. Genella (Merkel), with Edward Mangold (Indian) third. The time was 14.08. The second event, the five-mile open, was won by Mangold, with Genella second and Chic Thomas, the crack Baltimore Indian rider, third. Time, 7.57[illegible]. The final event had gone twelve miles when Conway's machine skidded and threw him into the fence post. The race was immediately declared off.

A BIG meet is planned for Election Day by the Newark Motorcycle Club. It will probably be in the form of an endurance contest, such as was conducted so successfully by the club about a month ago. Arrangements are to be made on a large scale and a great deal of interest is already being evinced in local circles.

ON the opening day of the Fresno County Fair at Oakland, Cal., Monday, September 28, Robb, Cogburn and Wood substantiated their claims in two events to the above one-two-three order. All three rode Indians, as did Ben Breese in his attempt to lower the three-mile record. In this he was unsuccessful, coming only one-half second under the three-minute mark. Summaries—Five miles, won by Abe Robb, Cogburn second, Wood third; time, 5.52. Fifteen miles, finish in same order; time, 17.05 2-5. Trial against three-mile record by Breese; time, 2.59½.

MOTORCYCLE, automobile and horse racing all contributed toward making the closing day of the State Fair, at Nashville, Tenn., on September 26, successful. The only motorcycle event on the program was not started till nearly 5 o'clock, the track not being available sooner on account of the other races. The distance was five miles, and Oliver Hager, on an Excelsior, beat out the field of three other riders and won in 6.21. The best automobile time was made in a ten-mile event for roadsters, 12.54½.

KELLOGG WINS 100-MILE AT PHILADELPIA

OTHER stirring events at Philadelphia during its Founder's Week celebration, lasting from October 5th to 10th, overshadowed the motorcycle race meet held there on the afternoon of the later date, Saturday, at the Point Breeze track. Especially did the big automobile road race in the forenoon of that day take the edge off the track event, and this accounted for the slim audience that straggled into the grand stand. The track itself was not in the condition it had been at former meets—the turns were soft and risky. This was evidenced before the race when Springer, on his Merkel, skidded, landing, fortunately, however, in some underbrush that broke his fall. Only one important event was run off. This was the hundred-mile open, in which Stanley T. Kellogg carried off the honors. He had practically no trouble with his Indian machine, and won in two hours, five minutes, five and four-fifths seconds. Bewley, on an R-S., was second, and Walter Goerke, on another Indian, was third. Kellogg covered twenty-six miles in the first thirty-one minutes, thirty-five miles in forty-two minutes, and ninety-six miles in an even two hours. Kellogg led Bewley by three miles, Goerke by eight miles, and Chapple, who finished fourth, was eleven miles behind the leader.

There was a lot of hard luck experienced by the other competitors; especially the N. S. U. riders. Tire troubles played havoc with their time cards, four replacements of rear tires were necessary. Springer's accident before the race caused the withdrawal of another Merkel machine, leaving only one in the race. Valient was ditched, and his machine put out of commission. The Hilaman motor, ridden by the manufacturer, A. H. Hilaman, from Morristown, N. J., performed very consistently, and showed up quite well on its initial appearance. The single Merkel in the race had considerable belt trouble, as did the Harley-Davidson entry. Kellogg's Indian ran beautifully and he covered fifty-nine miles before making his first stop, for gasoline. Bewley's R-S. also ran very consistently, but Walter Goerke was off the track for two laps because of a broken chain.

STANLEY T. KELLOGG

During the race a drizzling rain fell for about one-half hour, just enough to dampen the spirits of the spectators—the dust on the track was hardly settled by it. All of the riders were very dirty and begrimmed, the rain wetting them just enough to make the dust stick. The first event of the day was a motor-paced bicycle race at ten miles, which was tame and uneventful. This might well have been omitted to make time for some of the other motorcycle events. As it was, darkness settled down before the hundred-mile race had been concluded, and the rest of the program was scratched.

Summaries: One-hundred mile, open, 61 cu. in class —Won by Stanley T. Kellogg, 7-h. Indian; W. Bewley, second, 7-h. Reading-Standard; Walter Goerke, third, 7-h. Indian; A. C. Chapple, fourth, 5-h. Indian. Time, 2.05.5 4-5. Other starters were Alex. Klein, 3¼-h. Harley-Davidson; E. T. Bains, 6-h. R-S.; L. Steinhauser, 3½-h. Bradley; H. Klebes, 4-h. R-S.; J. F. McLaughlin, 6-h. N. S. U.; Ed Shotwell, 7-h. N. S. U.; A. H. Hilaman, 6½-h. Hilaman; Thoewer, 7-h. Merkel; H. Shay, 6-h. N. S. U.; F. L. Valiant, 7-h. Indian; Fred Voelker, 6-h. N. S. U.

There was some little discussion after the race had been finished and the results as above announced. The third and fourth positions were questioned, it being contended that the order was reversed, Chapple third, Goerke fourth.

DR. A. M. WEBSTER of Lorain, O., established a new record over the roads between his home town and Cleveland about a month ago. Riding his new 5-h. twin Indian he made the run from his office on Bank street to the Forest City house on the public square, Cleveland, in exactly 47 minutes. The best time previous to this was 55 minutes, made by A. H. Babcock in his White steamer.

Dr. Webster's record is authentic. He started in the presence of witnesses, who certified to the time, which was taken on a Western Union clock at 4 o'clock in the morning. His arrival at the Forest City house was certified to by the night clerk, the time also being taken from a clock of the same make.

The early hour of the start was selected in order to insure the roads being entirely clear of traffic. As the doctor expresses it himself, he "hit only the high places" on the way until paved thoroughfares were reached in Cleveland. When he was on the first lap out of Lorain the doctor was obliged to stop to tighten up a nut. The delay was about a minute and a half. This was not taken out of the time, so the record of actual running time is close to 45 min. At times the racer made considerably better than sixty miles an hour.

MERKEL-LIGHT CONSOLIDATION

New $150,000 Company Will Make Both Chain and Belt Drive Machines at Pottstown, Pa.

ANNOUNCEMENT has just been made of an important move by two of the most prominent motorcycle manufacturers in this country whereby their respective businesses have been merged and one company has been organized to conduct an immense manufacturing plant and sales force. The new concern is the Merkel-Light Motor Co., and will be located at Pottstown, Pa. It is a corporation, organized under the laws of Pennsylvania, with a capital of $150,000, fully paid, and with the following officers: E. S. Fretz, president; J. F. Merkel, vice-president; J. R. Ball, treasurer; G. W. Sherman, secretary; board of directors, M. R. Cassell, F. Brandt, G. W. Sherman, J. C. Rugee, J. R. Ball and J. F Merkel. In the statement made by Geo W. Sherman, who is the secretary of the Merkel-Light Company, for publication, he says:

"This company has purchased the entire plant of the Merkel Motor Co., of Milwaukee (Wis.) and the motorcycle plant of the Light Manufacturing and Foundry Co., at Pottstown, Pa. The entire equipment of the Merkel Co. will be moved to Pottstown, where the new company will continue to manufacture and market the Merkel belt-drive machine and the Light chain-drive machines. The new company starts out under the most favorable conditions, having buildings, machinery, etc., clear of all incumbrances.

"The mechanical end will be under the entire supervision of Jos. F. Merkel, and John R. Ball will act as general manager of the company. The company will design and manufacture every part of a motorcycle, and motors of the highest quality and efficiency. By this consolidation of the Merkel-Light companies the dealer can now obtain either belt or chain machines that are not experiments from the one concern. The Merkel-Light Co. requests that all present agents for the Merkel or Light companies address all communications to the Merkel-Light Motor Co., Fourth and Hanover streets, Pottstown, Pa."

INDIANAPOLIS RACES—HUYCK THE WINNER

NOTWITHSTANDING the fact that Fred Huyck, on his 7-h. Indian, captured nearly every event, Indianapolis was well satisfied with its first race meet, held there on Saturday, October 10, on the mile track at the State Fair Grounds. The events were productive of some very good riding, though the track was in only fair condition and the fields so large that the going was rather dangerous. The meet was, however, remarkably free from spills and accidents, and the Indiana Motorcycle Club, under whose auspices the races were held, is highly pleased with its debut into the racing game. As was fitting, every rider used Indianapolis G & J tires.

The fifteen-mile match race between Walter Berner, on a twin-cylinder R-S, and E. G. Baker, on a twin Indian, was the most interesting race of the day, as both are local boys and are great rivals. The two riders stayed side by side until the fourteenth lap, when Baker crossed the line about fifteen feet ahead of Berner; but on the last lap Berner made up the distance and crossed the line about a foot in advance.

In the ten-mile race for twin cylinder machines Huyck turned his Indian loose and lapped all the other contestants. He also broke the record for the track in his fourth mile by completing the circuit in 56 3-5 seconds.

In the pursuit race Huyck overtook all the other riders after a hard race, the last one to be passed being Ray Bronson, at the half-mile post, in the last lap. The next race, a ten-mile handicap, was a runaway for Huyck, but second place was hotly contested by Merz and Bronson. Merz, on the Thor, finally won out by a small margin.

In place of the five-mile tandem race Huyck gave an exhibition mile. By using a flying start he covered the distance in 57 2-5 seconds. This time, however, was not as good as he had made in the ten-mile race earlier in the afternoon. Summaries:

Five-mile, for single-cylinder, 2¾-h. machines—J. E. Merz, Thor, first; R. H. Sturm, Indian, second; Ray Bronson, Indian, third. Time, 8.25 3-5.

Five-mile, for single-cylinder 3½-h. machines—Fred Huyck, Indian, first; Walter Hinckley, Thor, second; R. Britney, Indian, third. Time, 5.44 4-5.

Ten-mile, for twin-cylinder machines—Fred Huyck, Indian, first; J. E. Merz, Thor, second; John Sink, Thor, third. Time, 9.53 1-5.

Pursuit race—Fred Huyck, Indian, first; Ray Bronson, Indian, second. Time for five and one-half miles, 5.25.

Ten-mile handicap, for twin-cylinder machines—Fred Huyck, Indian, first; John Merz, Thor, second; Ray Bronson, Indian, third. Time, 9.38.

Exhibition mile by Fred Huyck on 7-h. Indian. Time, flying start, 57 2-5.

Match between Walter Berner and E. G. Baker, fifteen miles—Berner won. Time, 19.33 3-5.

GET your license number and register with the City Clerk if you wish to ride in Aurora, Ill. This is the mandate of the city fathers. Also, after you have your license plates and have attached them to both sides of the gasoline tank, according to the law, do not, by any mischance, ride into town with your muffler cut-out open. Trouble awaits you with open arms if you do. Likewise, do not let your speed indicator get above the eight miles an hour mark. Any person or firm violating the above provisions of an ordinance passed on September 21 subjects himself to a fine of from five to one hundred dollars.

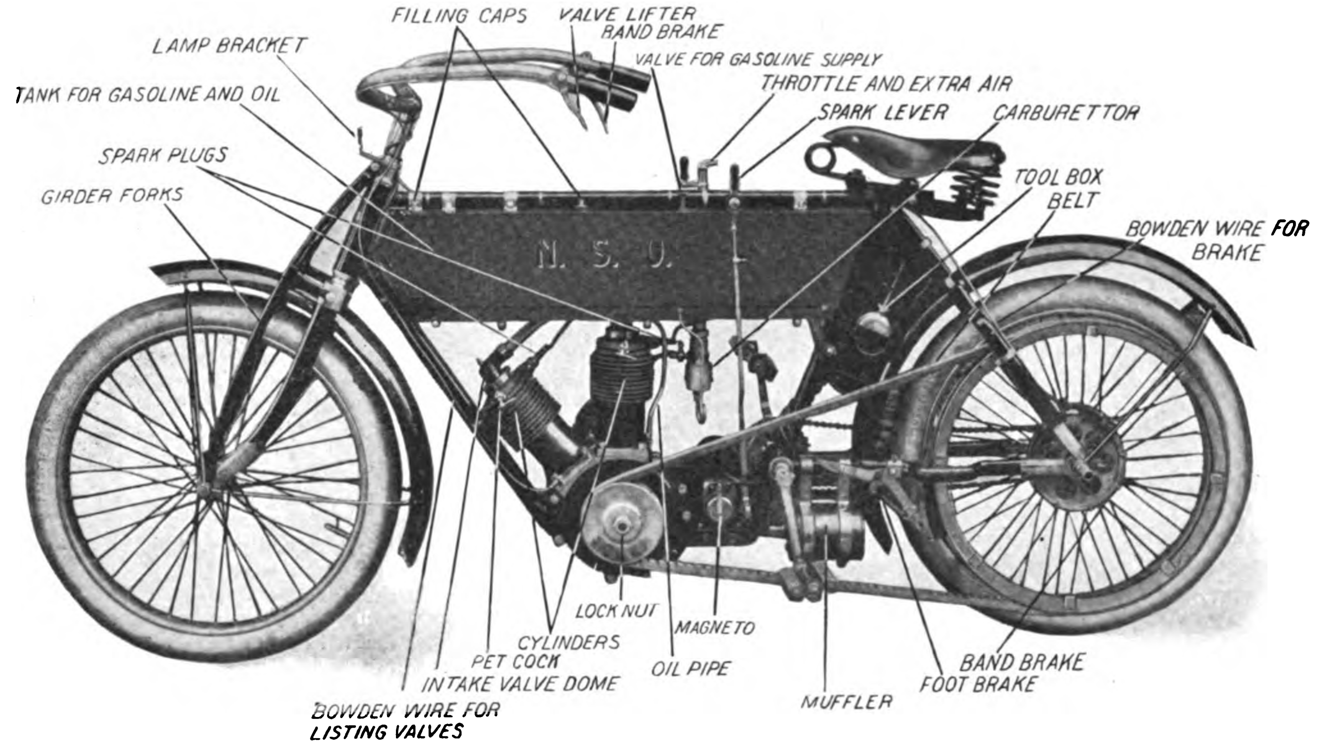
The City Clerk is to furnish the license cards, or plates, which are to be about three by four inches. The numbers thereon are to be at least two and one-half inches high and three-eighths of an inch wide at any point or curve, and are to be of some bright color—to be selected by the City Clerk. On the bottom of the plate is to be stamped "City of Aurora." You get all this for the one dollar fee you hand the clerk. All of which is very fine indeed, but, it is believed, conflicts with the Illinois state law. This matter has been taken up by the local club with the F. A. M. The Aurora Motorcycle Club fought the measure, and it was through its efforts that the license numbers were made a reasonable size.

LATER.

AURORA, ILL.—In compliance with the ordinance demanding that motorcyclists register their machines with the City Clerk and that they adorn them with tags, the register has been purchased by City Clerk Edward Raymond, but the tags are still missing. The City Clerk is to sell the tags and register the machines for a dollar, which is turned into the city treasury. As yet he has been unable to find a firm which will manufacture the two tags for one dollar.

A B C OF THE MOTORCYCLE

A Non-Technical Description of Its Parts and Their Functions for the New Rider



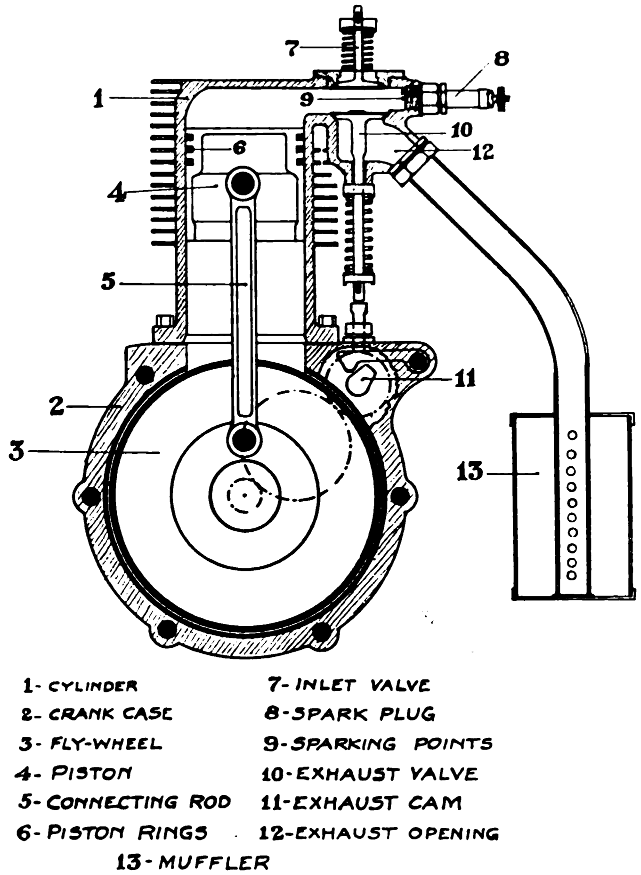
Because the gasoline explosive engine of a motorcycle is an unknown quantity to the average prospective rider, and in order to acquaint those who have not yet come into the "fold" with the why and therefore thereof, the following series of drawings have been prepared from one of the most simple motors in order to show the power plant in detail, and the following description is couched in a short and simple manner, free from technicalities.

Figure 1 shows a sectional view of a motor looking at it from the side. Naming and describing its several parts, we have 1, the cylinder, which is fluted or ribbed for the purpose of securing a large cooling surface, and from which the name "air cooled" motor is derived. The cylinder is bolted to the crank chamber, 2, which supports the fly wheels, 3. Contained in the cylinder is the piston, 4, which is joined eccentrically by the connecting rod, 5, to the fly wheels. On three cycles of the motor the momentum of the fly wheels causes the piston to travel up and down in the cylinder, sucking in the charge of gas, compressing it, and pushing out the burnt gases following the explosion or power stroke. The piston has a little play in the cylinder, but to make it absolutely airtight is provided with piston rings, 6, which are set in grooves; the spring in the rings allows them to set perfectly tight against the wall of the cylinder, and bar any escape of gas that tends to leak past them. Any wear which might take place inside the cylinder is confined to these rings, which can be easily replaced by removing the cylinder.

As the operator runs alongside his machine to start it, or pedals it, the chain or belt causes the pulley or sprocket, which is fastened to one end of the axle of the fly wheels, to revolve, causing the connecting rod to pull the piston downward, forming a vacuum in the cylinder. The automatic intake valve, which is held closed by a light spring, is sucked open by the vacuum, allowing a charge of gas to flow in and fill up the vacant space in the cylinder. Just as soon as the piston completes its downward stroke and the suction is completed, the valve closes and the upward movement of the piston compresses the gas in the head of the cylinder. A spark produced by the electrical igniting device, elsewhere described, is emitted from the spark plug, 8, at point 9, and the compressed charge of gas is exploded.

The ignition of the mixture is instantaneous and powerful, owing to the great compression; so as the charge explodes, heat is generated, the gases are rendered additionally expansive and the piston is driven downward, imparting its energy to the connecting rod and fly wheels, thus revolving the engine pulley, belt and driving the back wheel. As the piston reaches the bottom of the explosive, or power stroke, the exhaust valve, 10, is mechanically opened by a cam, 11, attached by gears to the crank shaft (fly wheel axle). The upward movement of the piston, caused by the momentum the fly wheels have attained from the explosion, force or exhaust out of the opening, 12, the burnt or used gases into the muffler, 13 (a device used to muffle or deaden the sound of the explosion). The valve is then closed by tension of the spring and the suction stroke again occurs and the operation repeats. It is this course of four successive actions, equalling four strokes of the piston (first, down, to drawn in the charge; second, up, to compress the charge; third, the power stroke, down, after the firing of the charge; fourth, up, to expel the burnt gases) which gives this type of motor its name—"Four Cycle."

Electricity plays an important part in the operation of the motor. As stated, the charge of compressed gas was ignited by an electric spark. With the help of Figure 2 the following will demonstrate how very simply the ignition device works. As there are two forms of ignition to-day (battery and magneto), the apparatus in most pop-


1
2
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10
11
12
13
1- CYLINDER
2- CRANK CASE
3- FLY-WHEEL
4- PISTON
5- CONNECTING ROD
6- PISTON RINGS
7- INLET VALVE
8- SPARK PLUG
9- SPARKING POINTS
10- EXHAUST VALVE
11- EXHAUST CAM
12- EXHAUST OPENING
13- MUFFLER

FIG. 1.

ular use now—the battery system—will be explained, although the magneto is fast becoming popular and is practically a perfect form of ignition.

The current is carried by wire, B (Fig. 2) of the battery to the spark coil to strengthen it or increase the voltage ; from the coil by wire, A, through the circuit breaker (which automatically breaks and makes the current circuit), and by wire, C, to the spark plug. The other wire or completion of the circuit is made through the switch and metal of the frame and motor.

The circuit breaker, Figure 3, as mentioned before, makes and breaks the electrical current, and the cam, H, driven by a gear attached to the fly wheel axle and revolving forward, the projecting point pushing back the spring, I, forces the platinum points, J, to touch or make contact against the platinum point in screw, E, attached to wiring. As there is no complete circuit until this connection is formed by the cam, H, there can be no spark and you can understand how the explosion of the gas is held in control and occurs only at the proper moment.

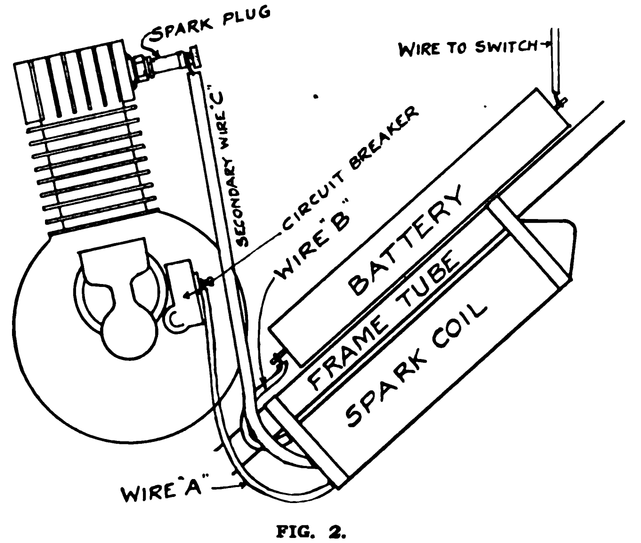

SPARK PLUG
WIRE TO SWITCH
SECONDARY WIRE "C"
CIRCUIT BREAKER
WIRE "B"
BATTERY
FRAME TUBE
SPARK COIL
WIRE "A"

FIG. 2.

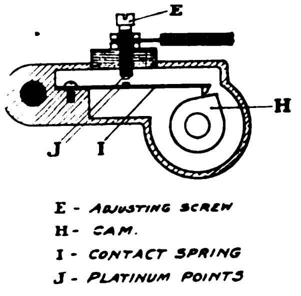

E
H
J
I
E - ADJUSTING SCREW
H - CAM.
I - CONTACT SPRING
J - PLATINUM POINTS

FIG. 3.

The swinging backward or forward of this circuit breaker advances or retards the time of ignition by causing the spark to occur earlier or later in the cylinder, thus giving more or less speed, as desired.

The spark plug, Figure 4, is formed of a nickel wire, L, to which the current is brought after passing through the coil, by wire C. The wire L is insulated by a mica or porcelain cone from the metal surrounding it and forming the nut. As said before, the frame and motor form a part of the electrical circuit, therefore the metal of the spark plug in contact with the motor completes and closes the circuit except for the gap or opening between the metal and the nickel wire, L, which gap is further shortened or decreased by the short platinum wire, K, fastened to the outside metal.

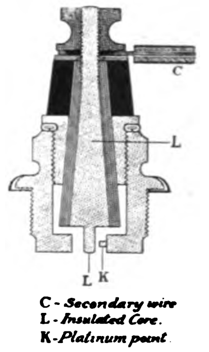

C
L
L K
C - Secondary wire
L - Insulated Core.
K - Platinum point

FIG. 4.

Therefore, when the electrical current, which has been intensified or made stronger by going through the coil, is allowed by the circuit breaker to reach the point L in the spark plug, in order to complete its course, it jumps the gap between L and K and makes the igniting spark in the explosion chamber.

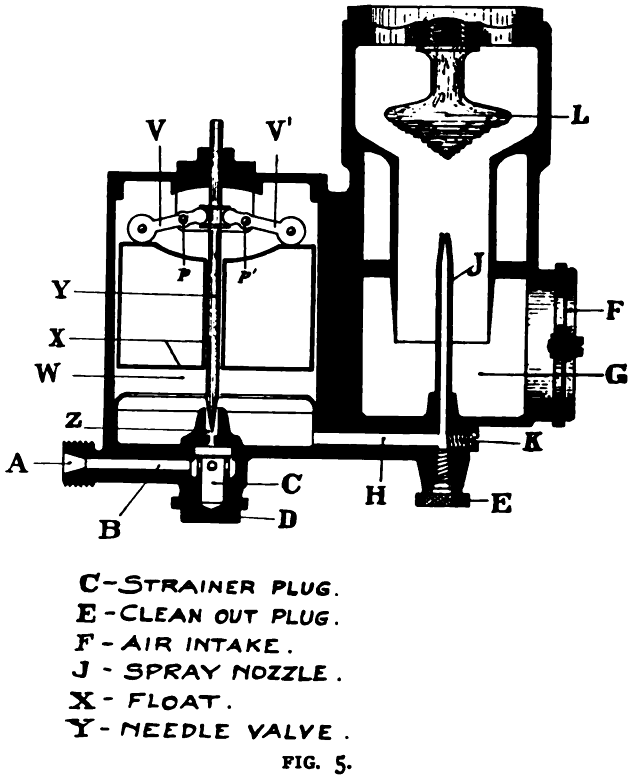

V
V'
P
P'
Y
X
W
Z
A
B
C
D
H
L
J
F
G
K
E
C–STRAINER PLUG.
E–CLEAN OUT PLUG.
F–AIR INTAKE.
J – SPRAY NOZZLE.
X – FLOAT.
Y – NEEDLE VALVE.

FIG. 5.

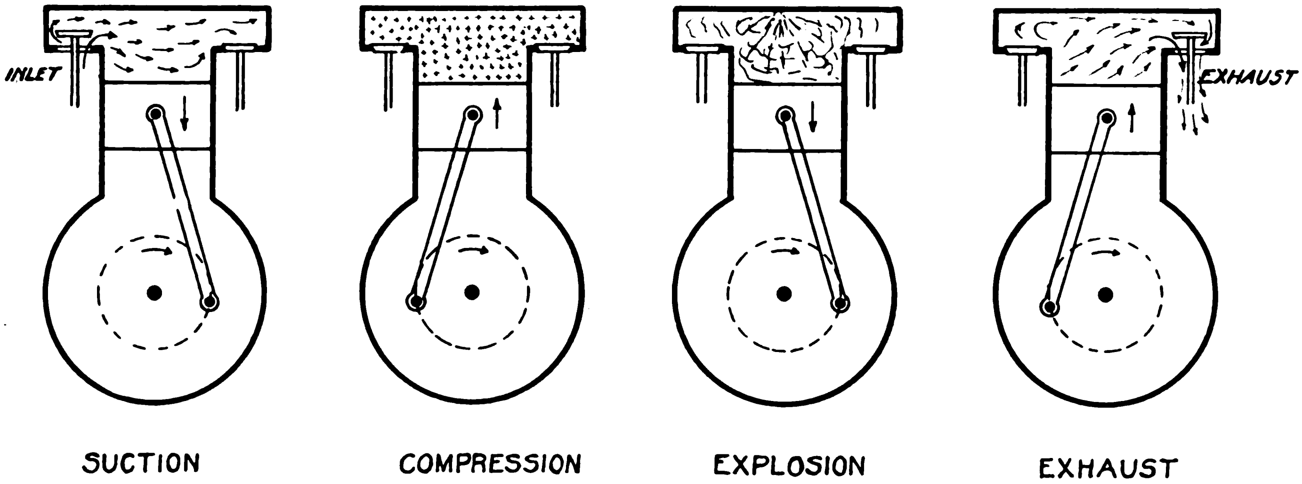
Next in importance is the carbureter, Figure 5, a mixer of air and gasoline. This device supplies the motor on its suction stroke with a perfectly mixed explosive gas, that is, it automatically mixes the gasoline with the proper amount of air. The most popular and universally used carbureter is that known as the float feed type, and Figure 5 shows one of the simplest of this form now in use. There are, of course, many different carbureters, in shape and form, but they are all built on the same principle and idea.

The gasoline, conducted to the carbureter through a small pipe from the tank by force of gravitation, enters at A, and, by means of passage, B, and through screen strainer, C, into the float chamber, W, from which it leaves again through passage H and rises in jet J.

The two small weights, V and V_1, are pivoted on the needle, Y, which, when the float rises, caused by the incoming gasoline, are pressed upward and, by leverage action about hinge point, P and P_1, forces the needle, Y, into the needle valve seating Z, thus cutting off the supply. In this manner a certain and proper amount of gasoline is always kept on hand automatically. On the principle that water seeks its own level, the gasoline rises to the same height in the jet and float chamber, so that when the induction stroke of the piston occurs, the gasoline in the nozzle and jet is sucked out in a fine stream and sprayed against the cone, L, diffusing it.

Air is absolutely necessary to make a proper explosive mixture, as gasoline alone would be too rich and ignition of the charge difficult, therefore the cap, F, a small cover with holes, admits air into the chamber, G. Flowing up around the jet this air mixes with the gasoline as it sprays against the cone; in this manner the mixture is made, the proper amount of air being regulated by screwing the cap one way or the other. Absolute cleanliness is essential in all carbureters, for should a speck of dust or dirt lodge in the spray nozzle the motor would stop. A fine wire pushed up or in at D-E-K, by removing the screws covering same, will quickly remove the obstacle.

After reading this article carefully and referring to the drawings, any reader ought to be able to understand the operation of a motorcycle motor. There are many different forms of control, carbureters, etc., explanation of which would only tend to mislead or puzzle the novice. Should any further information be desired, however, queries will be gladly answered.



THE FOUR CYCLES, OR STROKES, OF THE PISTON OF THE USUAL MOTORCYCLE ENGINE NECESSARY TO SECURE THE ONE POWER, OR EXPLOSIVE, STROKE

THE MAN WHO GOES WEST

LINCOLN HOLLAND of Worcester, Mass., who left for Los Angeles on the tenth of this month with a carload of M. M.'s, for which he will establish a Pacific Coast agency, was the host at a surprise party planned by his fellow members of the Worcester Motorcycle Club and held on Friday, October 2. The secret was well kept, and when the trap was sprung, in Mr. Holland's own store in Allen Court, he was so amazed that he was simply speechless for the time being.

He was at home when he got a message from E. P. Creamer, one of the club members, who alleged he had broken down and couldn't do a thing himself toward repairing his machine. He went after Mr. Holland, and the latter agreed to accompany Mr. Creamer to his store and fix the machine, if possible; if not, to leave it until the next day. The machine was stuck in the rack in front of the store, all right, where Mr. Creamer said it was. Mr. Holland unlocked the store door and switched on the electric lights. A mighty uproar, in which the blasts of a dozen motorcycle horns were blended, almost took his breath away.

Seated in the store were members of the club, who had been admitted by Mr. Holland's son and successor in the business. Before Mr. Holland recovered his breath, Caspar M. Brown opened up a battery of talk, concluding by presenting Mr. Holland with a solid gold emblem of the club, the central design being a motor and cylinder. For once, Mr. Holland forgot what he ought to say, and before he recovered his normal condition, the club members were talking and laughing over the success of their plans. Mr. Holland dispatched a messenger for a box of cigars, and a couple of hours were given up to a smoke-talk.

A SYSTEMATIC and regular cleaning out of the crank case will save many a dollar, and many a troublesome hour as well, yet how few are the riders that do take the trouble to perform this duty toward their motors. The particles that wear from the piston and cylinder, and the carbon deposits that accumulate in the crank case, are glass hard as a rule, and mingled with the oil form an abrasive that works havoc with the bearings, cylinder walls, etc., unless regularly disposed of. On a high-speed motor especially, the burned oil deposit in the crank case should be drained off after every run of a hundred miles, while it is advisable to thoroughly wash out the case and clean the piston head with kerosene after every 500 miles usage.

LUBRICATION vs. FRICTION

By L. H. SNYDER

In the old bicycle days, when the design was not perfected as it is today, we used to quickly feel it when the machine ran hard, perhaps not because of the reduction of speed, but more from the effect produced by getting the desired speed, and it was usually a case of taking the wheel apart, thoroughly cleaning and adjusting it with proper regard (seemingly) to lubrication. Now, with the motorcycle, the machine will get tired just the same as the bicycle, but we will not feel it, as the motor is an obedient servant and, unless grossly ill-treated, will continue to peg away until it falls down from sheer exhaustion. When the conditions get too bad we notice it in several ways, particularly when proper attention is not given to lubrication, and friction is collecting its commission.

The object of lubrication is to interpose between the moving parts a substance which will prevent the metal parts from coming into contact, and it must have a low resistance in itself (known as the co-efficient of friction). Water is taken as a standard and would be an ideal lubricant, as it is lowest in its internal friction, therefore the standard; but it has not sufficient body to prevent the parts from coming into contact, and does not preserve the parts against corrosion. Under the different classes of lubricants, we have liquid or fluid, semi-fluid and solid. When one speaks of a lubricant, they erroneously generally have in mind only oil of some kind or other.

Greases should be used wherever practical, as they have many advantages that oils do not possess, among which are: 1st—Grease is used only as needed, and will stay in place. 2d—One of its best features is the fact that when used upon the shaft, it forms a grease collar, next and around the bearing, which prevents dirt and grit from working in. 3d—Again, if there is an excess of friction, the grease will come to the rescue.

Under the class of solid lubricants, probably the best known and the most widely used is Ticonderoga flake graphite. The object of graphite (which is highly unctuous) is to get right at the real cause of friction by eliminating the minute irregularities existing in the metal surfaces and forming over them a thin, tough, veneer-like coating of marvelous smoothness, and has been proven by actual test that the co-efficient of friction is very much reduced when flake graphite is used in the right proportions; and even with ball bearings friction is perceptibly reduced and the bearings made to carry a heavier load.

Where splash lubrication is employed (for cylinder lubrication) a small quantity of finely pulverized flake graphite is put into the crank case in the proportions of a scant teaspoonful to a pint of oil, resulting in better compression, smoother running, and bound pistons are a scarcity. Where splash lubrication is not employed, the spark plug may be removed and a small amount of flake graphite squirted into the cylinders through the spark plug aperture by means of an ordinary insect gun, which can be purchased at any drug store. The only care that has to be exercised is that too much graphite is not used.

In fact, wherever there is a mechanical movement of any kind and the parts are dismounted, it is a good practice to thoroughly rub as much graphite as you possibly can into the metal surfaces. Some builders do not finish the parts as smooth as they used to, but thoroughly rub graphite into the metal surfaces before assembling.

Where grease is used, one should insist upon high-grade flake graphite greases, as you get all the advantages of good grease lubrication with the added one, that of graphite lubrication.

The best manner to lubricate a chain is to take it off the sprocket, scrape off as much dirt as you can and wash in kerosene. Make a mixture of tallow and flake graphite, heat and mix up thoroughly. This is the very best form of lubrication. Where a grease is used, it is only a temporary relief and in the end is worse than no lubrication at all, as the grease will hold the dirt and grit which otherwise would not be there. It is not always practical to take off the chain, and would suggest dusting graphite upon a cloth and rub over the chain, or dust some on with an insect gun. There are upon the market specially prepared chain compounds which at first cost seem expensive, but in reality they are carefully compounded for the work required and are the cheapest in the end, and easily used. Regarding the above statements concerning graphite, only the finely pulverized flake graphite should be used.

A Tip For Users of Flat Belts

Flat belts occasion more or less trouble to the riders of machines using them through their slipping, and consequent burning, on the small engine pulleys. If they be kept in proper condition very little fault can be found with them. In fact, a good flat belt has many features to recommend it, especially if it is one of the "endless" kind. One of these very seldom breaks, and never does so until it is worn out. Then a new one should be fitted. To keep a new belt in fit condition, ordinary cylinder oil is a good dressing. The belt should be perfectly clean, and the oil should be applied with a brush in a thin coat. Too much should not be put on at one time, as the leather will absorb it slowly and too great a quantity only serves to make the belt slippery.

Heat ruins leather, a belt as well as a pair of shoes. If the latter, when wet, were put close to a fire the leather would soon crack and crumble to pieces. This is exactly what happens when the engine races. The pulley gets very hot and burns the belt.

Castor oil is often used, and has proven fairly satisfactory as a dressing, but Europe's foremost belt manufacturers, the Watawata Company, state in their book of instructions that it is not good practice, as castor oil becomes rancid, and has a tendency to disintegrate the fibres of the leather.

Interesting Figures From England

According to figures recently published there are now 82,912 motor cars and 61,790 motorcycles registered in England and Wales, making a total of 144,702 in all. Three years ago the number of motorcycles was greater than that of the cars, being 37,665 to 36,373, figures which show the extraordinary popularity of the larger vehicle, as it has more than doubled in numbers since that time. The motorcycle has also made remarkable progress, the returns being almost as good, especially when we allow for many people who have taken up the car through being initiated by the handy motorcycle. The car obviously offers greater scope to the individual who is desirous of taking passengers with him. At the present time London has the largest number of motor cars and motorcycles, the figures being 23,838 and 8,838 in each case. Of the provincial towns Birmingham heads the list with 3,541 registrations, no doubt on account of its proximity to Coventry, the seat of the English motor industry. Even so small an area as the Isle of Wight has twenty-two cars and motorcycles, while Rutland, the county with the least acreage, possesses sixty-one. These figures of course take no account of the many thousands of self- propelled vehicles of the heavy type, such as omnibuses—of which London has about a thousand—lorries, and those used by various authorities for salvage or urban purposes.

1909 DEVELOPMENTS IN BRITISH MOTORCYCLES

By B. H. DAVIES

SEVERAL points have become practically standard on the British machine, prominent amongst which are magneto ignition; foot-rests (with or without pedals); belt-rim brakes; spring forks; a 130-lb. limit for single-cylinder machines, and a 160-lb. limit for twins; handle-bar control for the carbureter by short steel levers mounted on the right grip and working through flexible wires; oil pumps concealed in the tanks; kick-operated stands with spring catches, fitted on chain-stays, instead of on the rear spindle; piston or mushroom valve control of the throttle and extra air (instead of butterfly discs or barrels); ignition lever mounted on the tank, instead of on the top tube; mechanical inlet valves for single cylinders, but automatic inlet valves for twins; tool rolls, instead of tool bags; carriers and stands sold as part of the machine without extra charge; and so on. Several comparatively novel fittings are likely to be standard next year.

Engine Power.

Five B. H. P. is now regularly extracted from the engines of single-cylinder machines. More than one testing shop sends back to the factory any single-cylinder engine which fails to show a minimum of 4¾ h. on the electrical test. To obtain this the compression ratio is high, and the piston very close-fitting. This increases starting difficulties, and several machines will be fitted with small kerosene tanks, communicating direct with the compression cocks, and fitted with cut-offs. Ball bearings will figure for the first time on several well-known machines, being applied to the crank-shaft only on some makes, and on others to the big ends as well.

Domed Pistons.

One or two firms are using domed pistons for next year. This is the result of many complaints about the swift accumulation of carbonised deposits on the piston heads. Those deposits have been largely analyzed during last season, and, while a big percentage is traceable to oil, there is plenty of road filth in them. Wire gauzes in the carbureter are thought undesirable, owing to the facility with which exterior gauzes get dirt-choked, while interior gauzes get frozen up through condensation. Hence the idea is to prevent a glutinous coat forming on the piston head, in the absence of which these foreign substances would be harmlessly swept out with the exhaust, instead of remaining to form a cake. One or two makers have experimented with pistons having convexly domed heads. The theory is that, when oil leaks up past the piston rings, it will readily abide on a flat-headed piston, and form a collecting ground for dust and grit; but that if the piston head be domed upwards, any oil will slide back on to the cylinder walls, finding no lodgment: thus the dust and grit will not be captured, but blown harmlessly out on the exhaust strokes. A single concern developed this idea, but they gave sample pistons to some of their customers, and, the idea having leaked out, other firms are experimenting to see what there is in it.

Bigger Twins.

The clamor for more power is on the increase, and firms who fitted engines of the 5-h. Peugeot type last year are now meditating upon the 7-9-h. Peugeot type, in one instance at least with the addition of ball bearings to the crank-shaft.

Two-Piece Exhaust Valves.

Single-piece nickel-steel inlet valves will remain the rule, but practically every engine will have two-piece exhaust valves, with nickel-steel stems and cast-iron heads, as the cast-iron head is found to remain unpitted far longer than any steel alloy. The difficulty is to attach the heads so that they will not snap off and puncture the pistons. At present most of them are screwed on, but excellent materials and workmanship alone can render this jointing safe. Some firms are shrinking the heads on with success.

The Side Carriage.

I don't read much about sidecars in Motorcycle Illustrated. Over here they are all the rage at present, as also in Germany and Austria. I chucked trailing chairs since an interview with a chum's mamma, way down in Devon in 1903. I had been singing out to my sleepy passenger at intervals, "Hello, are you there?" and one time there was no voice that answered. I cast the tail of my eye about over the back mudguard and assimilated the fact that a broken rod was all that was left of my seventy-five-dollar trailer. It had tilted him out backward, and he was lying up the road with a concussion. Since then I have done a lot of tricar work; but you often find the average passenger motorcyclist can't run two machines, and yet there come days when the best girl has to stay in and wash up. Then it seems a waste to cart round an empty affinity chair. It makes the boys ask sympathetic questions, and so what he wants is a *detachable* chair for the girl. Hence the side car. We have got three main sorts—one is rigidly fixed up, like the old De Dion trikes; it never skids, but takes a goodish time to take off, wants a lot of handling round sharp curves, and is awkward to drive empty. Then there is the castorwheel. The chair is carried on a rigid frame, extending out sideways from the motorcycle, and at the far edge of this rigid frame a wheel is carried in quadruple forks exactly like the castor on grandfather's old armchair. It automatically follows the lead of the cycle's steering wheel, and it is as good as you can have, though less easy to take off than the Montgomery patent. The Montgomery is known as a "flexible," having hinged connecting links with a limited amount of give and take. This allows the steering to remain practically identical with that of a cycle, instead of approximating to tricycle steering, but the bike always has to be leaned slightly away from the chair to hold it up. This looks groggy, but works well. The most popular point about these flexible cars is that they can be attached and detached in a minute or so by means of telescopic joints.

Tandem Motorcycles.

The lady-back tandem motorcycle promised at one time to obtain quite a vogue in England, but missed it through lack of engine power. When the first samples were brought out the best engines were only 2¾-h., and no variable gears were obtainable. This type of machine was consequently dropped. Just now there are signs of its coming to life again. The price-gap between motorbikes and automobiles has narrowed, so that it is a bit of a squeeze to work tricars in half-way, and I hear of a few tandems being built by the firms who assemble motorcycles. The specifications of one machine have just reached me and include a 5-h. Peugeot twin-cylinder engine, Vindec hub, two-speed gear, Truffault spring forks, Chater-Lea frame, 2½-in. cord tires, 1¼-in. belt, front rim brake and belt rim brakes on both sides of the rear wheel, magneto ignition, and footboards instead of pedalling gear. The peculiarity of the Vindec hub gear is that the pedals operate the engine alone and not the back wheel, provided the lever is in free engine position. Thus, to start off a tandem fitted with it, both riders straddle the machine, and the man shoves down the pedal with one foot, simultaneously releasing his valve lifter. The engine starts, whereupon the low gear is slipped in and the tandem moves off without any exertion.

TWO CURTISS RIDERS—CARLTON AND COOK.

THE two men in the above photograph are both well known, and each has shown up very favorably in numerous contests. They are both Curtiss riders, and the machines are the twins with which they made perfect scores in the F. A. M. Endurance Contest. Albert Carlton of Hillsdale, Mich., secured a 1,000-point award in the private owners' class, as did A. D. Cook in the trade riders' class. Cook won the diamond medal in the 1907 annual contest, making the highest score.

MUCH local interest was aroused in the races held on the half-mile track at Rock Island, Ill., on September 29 and 30, where the best home talent was entered against some of the acknowledged "cracks" in track racing. There was a single five-mile event on each day. The track was in bad shape, soft, and full of ruts, though on the second day it was somewhat improved. On the 29th first honors went to J. A. Schontz, a Galesburg man, on a Harley-Davidson; F. Wigert, on an Indian twin, was second, and F. A. Myers, Excelsior, was third. Time, 7.02. Fred Huyck, on an Indian, took away the gold medal by capturing the race on the 30th, but Schontz was a close second, and carried off a leather coat as his trophy. F. Barr, on an Indian, was third. The time was nearly a minute faster than that of the previous day, 6.10.

A Word to the Wise

A. J. ACKERMAN, a New Jersey State motor vehicle inspector, is touring the northern portion of the state, inspecting licenses and taking the names of reckless drivers. While his attention is principally occupied with automobiles, several motorcyclists have been asked if they had licenses. On a reply in the affirmative they were allowed to proceed. Ackerman and Police Sergeant O'Brien of Edgewater took a position on the Shore road, between the old Fort Lee ferry and Edgewater ferry, 130th street, New York, last Sunday and stopped seventeen motorists who were exceeding the speed law bv several miles. The lawbreakers were warned by the officials, who took their names and numbers. Each will no doubt receive a very plain letter from the State Commissioner.

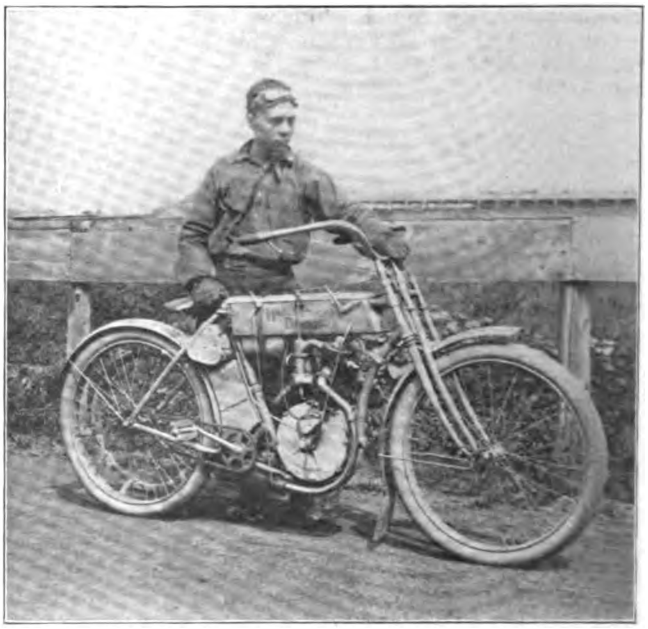
He Lacked Compression

HE had had his machine for some time and it had given good service until recently, when it failed to develop its customary power, would not climb hills formerly made light of, and more to the same effect. The owner was the only motorcyclist for many miles round, and his only mentor in case of need was a bicycle repairer, whose knowledge of motorcycles probably did not greatly exceed the legitimate allowance, though he correctly diagnosed the case by informing his inquirer that what he needed to make the recalcitrant two-wheeler go was "more compression." Whereupon the motorcyclist, quite satisfied at having learned what the real trouble was, sat himself down and wrote to the maker requesting that he kindly forward him a "package of compression by express," as he had found the machine was quite useless without it.

News from Anderson

ALTHOUGH Anderson (Ind.) has no motorcycle club, yet there are many enthusiastic followers of the sport in the city, and also several owners of machines. Some good records have been made of late by local men, but those made by Pifer and Cox are probably the best yet. Pifer arrived here recently from Wheeling, W. Va., to visit his sister. The trip of 400 miles was made in 20 hours, or at an average of 20 miles an hour. This is not going quite as fast as a railroad train, but it's fast at that. Chester Cox left Anderson one morning last week at 5.00 A. M. and rode into Cincinnati at 3.30 P. M. Chester said the farm houses seemed so close together that the road he traveled was like a thickly populated city street. His rate of speed was so great that he was unable to stop until well over into Kentucky. Theodore Cook, who lives on Columbus avenue, found a bargain in motorcycles the other day. The machine is a beauty and is of a pretty blue color. Fifty dollars was the price, and the owner claims he can get three times the amount for it any time. There is only one drawback—Dora finds it an impossibility to make the cycle run.—*Anderson Bulletin.*

THE long heralded match race between A. E. Gettys and Charles Wagner, both riders of 5-h. Indian twins, will have to be run again to finally decide who has the faster machine. They tried to settle the question on Saturday, September 19th, at the Middletown Fair Grounds track at Harrisburg, Pa., but Wagner's chain broke after he had covered three laps, and Gettys rode the rest of the five miles alone. His time was 9.26.



J. A. SCHONTZ—A COMING MAN FROM THE WEST.

SOME NEW YORK RIDERS ON WIDMAYER'S SOCIABILITY RUN

A SOCIABILITY RUN

By AL. BARTSCH

AS usual, there was the gathering of "experienced ones," who delight to get together and "chew the rag," together with some of their younger companions—just as enthusiastic motorcyclists, every one of them—assembled at Brother Widmayer's store on Broadway, near Eighty-fourth street, in "Little Old" New York, one night a couple of weeks ago. To be exact, it was on Thursday, October 1. I know this because copies of MOTORCYCLE ILLUSTRATED of that date had just arrived, and we spent some little time poring over the contents of them that evening. The bunch swapped stories and worked off a few yarns of more or less interest, and then the conversation turned toward Sunday runs, and why so many of the "old familiar" faces were among the missing at the roll-call nearly every Sabbath morning.

Willie, who had just purchased a new motorcycle a month ago and had made several attempts to accompany some so-called runs, spoke up. "When a feller don't know the road and isn't familiar with his machine, and he tries to foller one of them Sunday runs, where the leadin' guy sets a pace of a mile a minute over a country full of cross roads, it makes a feller mighty sore to skate all over tryin' to find the bunch and have to return home alone. None of them runs for mine. I never wanted to be called a 'boulevard rider,' but Broadway for me if that's the way you intend doin'."

He had spoken truly, so our kind friend, F. B. W., said: "Well, fellers, I'll get up a run for next Sunday. Mike Toepel, the oldest motorcyclist in and about New York, will lead you, and I'll guarantee you'll enjoy yourselves, the pace, the road and the dinner. And if you're any good at all, including your machine, of course, you'll be back in the city with the bunch."

The argument was settled, the motion carried. Consequently on the Sunday morning following, October 4, fifteen riders assembled at the store, had their photo taken, and started up Broadway, with Toepel leading, to 110th street. Broadway was followed to and down Fort George Hill, thence into and winding through Van Cortlandt Park, where the cool, bracing air was enjoyed to the fullest extent as we chugged along, well within the speed limit and with exhausts closely muffled. At Yonkers a stop was made at Mann's store, where the empty tanks were replenished.

Leaving by North Broadway, the main road was held to the fork leading to the Saw Mill River road. This was taken, passing through a panorama of golden fall landscape far beyond our expectation. It is surprising, to say the least, what beautiful country lies within fifteen or twenty miles of the great metropolis.

Continuing on, with an occasional stop to pick chestnuts, fill our pipes or gaze at the scenery, we rolled into White Plains. While filling empty tanks, our old friend "Doc" passed by. We yelled to attract his attention, but no go; his eyes were glued straight ahead. Al Viereck accounted for the doctor's nondeflecting gaze. "He had his eyes peeled for a bunch of skirts," said Al.

The main road again was taken, leading to the Soldiers' Monument, turning into Westchester avenue. Then Toepel, who is ready when the proper time and conditions allow to let it out a bit, opened up his throttle, and, with smiling faces, we were soon hitting the thirty-five-mile-per-hour mark. Bartsch, on his 6-h. N. S. U., was picked to overtake "Doc" so we might enter Port Chester in a respectable bunch, and, as our leader explained, to hold an impromptu hill climb at the Windsor Hotel entrance. A short hill, fifty feet long and rising eighteen feet in that short distance, was the scene of the contest, which was made fairly well by all, excepting one—a Cuban gentleman. A spoke became loose in his back wheel and engaged itself in the back sprocket, tightening his chain enough to slightly buckle the frame and bring him to a sudden standstill. The N. S. U. at this moment came rushing up the incline, but by quick judgment averted a probable smash by a quarter of an inch. However, with the aid of the experts, the damaged machine was soon put to rights. We punished a stately repast before us in the hotel dining room, not, however, before Mr. Map had treated us all to an appetizer with Mr. Widmayer's special regards. After dinner, stories of constables' hold-ups, court proceedings, etc., which put the proverbial fish stories in the shade, amused the hotel guests exceedingly. We departed over the Boston Post road to the dustless and less traveled side roads to New York. Everyone was satisfied with the outcome of Mr. Widmayer's sociability run.

NOTE.—This route, with a map, will be published in a future issue. It is an ideal short trip of sixty-five miles, especially adapted for the fall months.—EDITOR.

OVER INDIANA ROADS

From Danville to Chicago—By One Who Rode Them

OCCASIONALLY a motorcyclist cuts out too big a task for himself, though it is seldom that his machine fails him. The account below is of a typical case. The roads were unknown to the riders, or they would not have made the attempt; but their powerful twins never faltered. That they failed to make Chicago on time has discouraged neither Miller nor Gillespie; in fact, they want to try it again, by a different route. It is an occasional jaunt like this that reveals the true capabilities of the up-to-date motorcycle. The boulevard rider never finds out what a lot of genuine pleasure he can get out of the machine unless he gets off the beaten track. It may not seem funny at the time, but when you look back at a trip like this one, after you have had time to rest up and think it over, the incidents that occur, big as they might have appeared, all seem trivial and laughing matters.

"On being advised by President John R. Ball, of the Western District, F. A. M., that there would be a meeting of this branch of the national organization in Chicago at 2 p. m. on September 12th, we boys here in Danville thought it would be a good stunt to attend, riding to Chicago on our machines. None of us had ever been over the road, and that may account for the fact that at the last moment, the evening before, there were just two of the bunch reported for the trip. It remained, therefore, for the two oldest riders in the vicinity to try their luck: Lovel Gillespie, riding a 5½-h. N. S. U. Twin, and myself on a 6-h. machine of the same make. At 2 o'clock in the morning of the 12th we made our start, wishing to make as much as possible of the ride before the teams began to block up the roads. It was a beautiful moonlight night, nearly as light as day, and when we went out through East Main street, past the beautiful grounds of the National Soldiers' Home, on the first leg of the long ride to Chicago, the wonderful night, the splendid roads, our anticipations, all contributed toward our peace of mind, and added to the joy of the ride.

"We passed through Covington, Ind., at 3.20, and from there continued on through Attica. While on the way lights began to appear in the windows of the old farm houses, and we could hear the rattle of the milk buckets as the farmer boys turned out to their early morning tasks. We were getting pretty hungry by this time, and the noise of the cans was music we could not resist. That fresh, warm milk we drank tasted fine. About five miles out of Attica I skidded in the new gravel on the road at one place and had a slight spill. On attempting to re-start my machine, not a 'mote' could I get out of her. I use the N. S. U. two-speed gear with free engine, and always start her on the stand and then throw it up and move off when I am ready. On this occasion she would not start. I found out that on pressing down the intake ticklers the front one was stuck, and when I removed the dome I found why—a little, round piece of gravel wedged in between the valve and the seat. For the life of me I could not see how it got there, but there it was. I removed it, and my little engine carried me merrily along until we stopped for breakfast. After a brief rest we went across the Wabash river and north to Rainsville, and from there on to Fowler, all in the State of Indiana.

"We had ridden just 61 7-10 miles and both were able to take on a gallon of gasoline at Fowler. From there we continued on north to Goodland, 72 miles, and from there to Remington and Rennselaer, still in Indiana, 92 miles. Up to this time we had fine roads, splendid riding: but our grief was to come. We continued right on north from Rennselaer through Aiz to Vergie and then turned west toward Roselawn. Between Vergie and Roselawn we struck two miles of the worst sand I had ever seen. Gillespie was not equipped with a two-speed gear, and, therefore, was not so successful in cutting through this bad stretch as I. It was so bad, however, that we both had plenty of grounds for complaint. This two miles is a succession of sand hills, and the grade in some places runs as high as 25 per cent. There is no chance to get out to the side of the sand, on the weeds, etc., for in most places it is sand from fence to fence, and that fine sand which does not pack. We had a hard shower while traveling through this stretch, but it didn't improve it a bit. The sand was as bad after the rain as before. It took us just three hours and thirteen minutes to pull through it. I came through myself ahead of that time, but, of course, went back and lent Gillespie a hand.

"After striking Roselawn we continued through Thayer and Shelby and across the Kankakee river. We had another fierce pull through the Kankakee badlands, and in going into Orchard we bucked through another three and a half miles of sand. After partaking of some good buttermilk at a farm house near Orchard Grove, we lighted our lamps and went on ahead into Crown Point. Riding in on the wet streets, with the same confidence with which we had come over the rock roads into the town, we promptly took a spill, both together. Neither of us was hurt, and we soon landed at the Crown Point garage, both tired, but thoroughly satisfied with our machines.

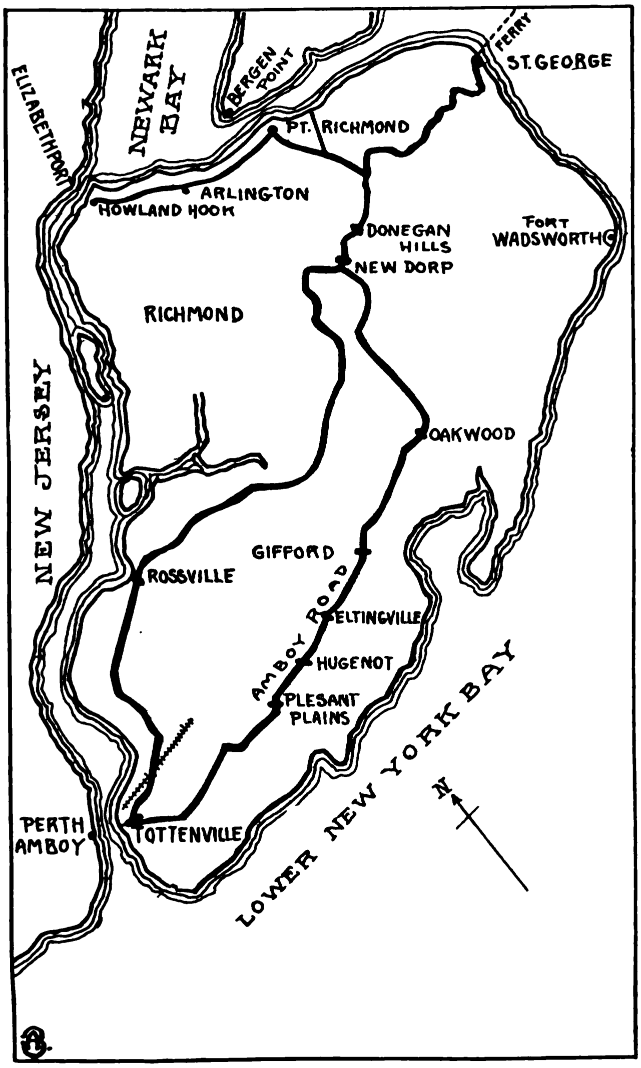
"We took supper at Crown Point and Gillespie spent the night there, continuing on into Chicago in the morning. I went on to St. Joseph, through Dyer and got into Chicago Heights at 10.30. It had been a long day, a hard day, but it was necessary that I should get back into Danville the following day (Sunday), so I took the 10.57 on the C. & E. I. The trip was a very satisfactory one, after all, for it showed us what the motorcycle could do under very adverse conditions. From Rensselaer, Ind., on into Crown Point most of the road was terrible. However, with all this punishment, our machines came through showing no mechanical imperfection whatever. Although lots of the time I was running on low gear and the day was hot, my engine did not heat at all and I did not even so much as have to remove a spark plug, except when I got that little piece of gravel under the intake valve. That is a wonderful showing, I think. The trip covered 186 miles. We did not get there for the Western District meeting, but we had a royal good time, any way. We are going again in a couple of weeks; but detour over further east through Indiana. It will make the trip 80 miles further, but we expect to get rid of the Kankakee badlands.

"Yours,
"HERBERT L. MILLER,
"No. 1126 F. A. M."

PLEASANT JAUNT 'ROUND STATEN ISLAND

THE short days of fall are now upon us, making necessary shorter trips than those during the past summer. Staten Island affords many of these for the motorcyclist, where a series of local runs may be taken, varying in length, but none the less attractive. There are certain motorists who like to keep their beds warm these chilly fall mornings; but, nevertheless, desire to have a short ride in the country and return home early. To this class Staten Island is a boon. Not only are there numerous rides of varying length, but the roads are smooth and dustless, owing to a generous but proper use of both the water and oil wagons. The trolley and train are always at hand in case of the unexpected.

Using as a starting point the N. Y. M. C. clubroom at 79th street and Broadway, the rider has a choice of routes to the Staten Island ferry, at the Battery. Fifth avenue may be taken, or, to avoid unnecessary traffic, Broadway to 44th, there taking 7th avenue, continue to the end and turn left on Greenwich avenue to Waverly place to Fifth avenue, then right under Washington arch and down West Broadway (elevated) to Vesey street, turning left one block and then right on Broadway, which street follow to the ferry, 6½ miles. Asphalt and smooth pavement is the riding surface the entire distance. Boats run every half hour from the hour. Fare 5c.



Arriving at St. George, leave the ferry house by the entrance on your left and ride up grade over cobbles to top, where notice blue sign "Phila. and New York"; turn left and at Hannah street turn right up grade one block to trolley tracks; turn left and follow trolley; trolley tracks turn off at Wright street, but continue ahead on Richmond road. Meet trolley tracks again and follow these, passing Bechtel's brewery. If you are thirsty—you know! Along the route so far the scenery is a bit dull, save for an occasional glimpse of the big ships and Lower Bay to the left; but as we ride along over the dustless road and pass our friend "The Mounted Cop," arrayed in his finest, the scenery brightens up a bit and we soon find ourselves in the Donegan Hills (11 miles). To your left notice the Fair Grounds. I particularly noticed the track, and ached for a trial, for it certainly looked good, with its slightly banked turns and smooth and level stretches.

Continue straight along, passing the Moravian Cemetery on your right into New Dorp. At a fork is the famous Black Horse Tavern (12 miles). Taking the right turn notice the picturesque, remodeled, century-old houses on your right. A short way ahead take the left fork and at end of road turn sharp left, up grade. The way is easy and the road very good as you roll along through Rossville (18 miles). Towns there are, a few, but so devoid of houses that you are not aware you have passed through any, and the only preventative of going better than 20 miles an hour is a probability of meeting our friend in blue cloth and brass buttons. One wonders why these smartly clad gentlemen are placed here; the traffic is not heavy and their services seem hardly necessary.

At the outskirts of Tottenville (22 miles) and just before crossing the railroad tracks on Riverside avenue, turn to your right on Broadway. After crossing railroad tracks, at a tangent, make a slight S turn, bringing you out to the main street, at the foot of which is the ferry to Perth Amboy, on the route to New Brunswick, Trenton, Philadelphia, Asbury Park, etc.

Inquiring for dinner and not expecting much, as the town looked rather disappointing to the appetite, I was directed back one block and then to my left, down hill, crossing railroad nearly to the water front, where I stopped at the West End and enjoyed a better meal than expected. After partaking of oysters, soup, chicken and some delightful home-made apple pie, and settling same (bill and food), I started up the hill, crossing railroad tracks, to the end of street and found myself on the Amboy road. Once on this beautiful oiled road, you have no trouble keeping right, as you pass through the villages of Richmond Valley, Pleasant Plains, Princess Bay, Huguenot, Eltingville, Gifford and Oakwood, except at a fork with Annadale Hotel in the centre before you get to Eltingville. Here remember to take the right road. At cemetery and hotel turn left, you will soon find yourself again at New Dorp and confronted by the Black Horse Tavern. The same road (Richmond Road) may be taken back to St. George (40 miles), ferrying across to the Battery; or at the car barns you may turn to your left and continue over the Clove Road to Port Richmond. In taking this route, the only place where you might go wrong is at the Point Hotel, where you take the left fork and continue to Port Richmond (39 miles), where one may cross over the ferry to Bergen Point, then proceed straight ahead, turning left and bearing right to the Hudson County Boulevard, following this straight ahead to Weehawken and the 42d street ferry. Or, should one care to reach Brooklyn or some street down town, he can leave the Boulevard at Glenwood avenue, then right on Glenwood avenue, direct to City Hall, Jersey City. Turn right into Henderson street, a short distance ahead to York street, which is asphalted, and may be recognized by its having a single trolley track. Continue straight ahead for 5 blocks to Hudson street, turn left one block to Exchange place and right one block to the Pennsylvania Railroad ferry, where a boat may be taken for either Desbrosses, Cortlandt or 23d street, Manhattan.

Still another route may be taken from Port Richmond, following along the shore road to Elm Park, Mariner's Harbor, Arlington to Howland Hook, where another apology for a ferry boat will transport you to Elizabethport, with immediate road connection to Elizabeth, Newark, Rahway and numerous other points.

All ferries crossed on these routes, excepting Weehawken, charge only 5c. for machine and rider. Riders are probably aware that Fort Lee Ferry Company now charge 15c. and Weehawken 10c. for motorcycles and their riders.

AS IT IS IN OAKLAND

By ELIZABETH GREGG

SCARCELY a better motorcycling field in California can be found than that in Oakland and vicinity, for Alameda County roads are acknowledged to be the best in the State. The motorcycle industry is, however, in its infancy there, and while the trade has improved greatly during the past season and the outlook for the coming year is good, the dealers complain that, unlike those in San Francisco, the people across the bay do not want to spend their money. There are at present about 300 motorcycles in use in the town, a small percentage for the population of 150,000. The enthusiasm among riders and in the local club is strong, and even the women are beginning to take a great interest in the sport. Thus far only one Oakland woman has ventured to ride a machine of her own, though a number of them ride tandem with their husbands. As several women have announced their intention of buying machines next year, interest should increase considerably.

The Oakland Motorcycle Club was organized two months ago, with thirty members. Now it has a membership of seventy-five, and the best of good feeling and co-operation exists. The officers of the club are: H. S. [illegible], President; C. C. Stanley, Vice-President; A. [illegible], Secretary; R. L. Ainsworth, Treasurer; Henry [illegible], Captain. Several runs have been held, the most successful being the one on Sunday, September 27th, to Pleasanton. The trip and return covered about seventy miles, and no mishaps of any consequence occurred. About forty club members and five visitors from San Francisco comprised the party. The club expects to give another run in a few weeks; and it is planning a reliability and endurance run over the San Leandro triangle for Thanksgiving Day.

Track races are not possible in Oakland as the only one, a mile track at Emeryville, is not available. Local riders and dealers are interested and sometimes take part in race meets and runs, however. Three motorcycle races were recently pulled off at the Olympic Club automobile races at the Tanforan track, south of San Francisco, and the honors went to two Indians and a Thor. In the recent endurance run to Fresno and return, a trip of [illegible] miles, F. E. Katelake, of Oakland, made the best score with a score of 975 out of a possible 1,000 points. No perfect scores were made because of the bad roads, the [illegible] and the close schedule on which the machines were forced to travel.

The following agencies have been established in Oakland: C. F. Rose, Indian; George Faulkner, Curtiss; W. P. Williams, Excelsior; W. P. Jones, Racycle and Armac; C. F. Salomonson, Merkel and Reading-Standard; Duck Cycle Co., Duck. The last mentioned machine is one designed by an Oakland man, and made in that city. As a bicycle dealer, Mr. Duck purchased one of the first motorcycles that was marketed, and the desire to improve upon it for his own use led to the machine he has been perfecting for six or seven years. During this time about 250 Ducks have been made and sold, and are giving excellent satisfaction. The factory is a small one at present, and can not turn orders out fast enough to meet the demand; but the company has recently incorporated and expects to go into the field on a larger scale, and make the machine known outside of its present territory.

The Indian was the first of the present well known machines to establish an agency in Oakland, and with good records for speed and durability being constantly made in race meets throughout the State, the machine has a good sale. The Reading-Standard has been in Oakland some little time, and has had a big sale during the past year. The Merkel agency has recently been taken by the same agent. State headquarters for the Racycle are at Sacramento, and the Oakland store is a branch. The W. P. Jones Co. has lately taken the Armac, and is advertising it extensively, with good results. The newest agencies, of something over a year in age, are the Curtiss and the Excelsior. The Curtiss representative, George Faulkner, is one of the most enthusiastic men in the motorcycle game, and is doing a splendid business. The Excelsior, under the able handling of W. P. Williams, has had a large sale, and expects to double it next year.

A statement of sales made during the year would far outnumber the estimate made above of the number of machines in Oakland. The agencies supply not only the many adjoining towns, but a great part of the country trade. There are fully 1000 motorcycles in use to-day in Oakland, Alameda, and Berkeley, and as the towns are practically one in everything but government, the pedestrian in each place gets the benefit of the entire number of machines, which he multiplies by two, and leaves all conservative figures in the distance.

FROM Jacksonville, Fla., comes word of a boom in the sport among the riders there. Nearly every Sunday [illegible] has witnessed some really excellent racing and close finishes among the owners of [illegible] machines on the fifteen-mile Panama [illegible] holds the record time, and [illegible] on this road. On Sunday, September [illegible], fully [illegible] people turned out to see a thirty-[illegible] on the following boys on stock machines: [illegible] Levy ([illegible]), Morton Marcus (M. M.), and Leonard Novitzky (Excelsior). Novitzky showed the crowd that he was master of the situation, though he was forced to the limit to beat out Levy, who led for the first twenty miles. Marcus finished a poor third. The winner's time for the distance was 38 2-5 minutes.

THERE is considerable talk going on among the dozen riders of Racine, Wis., looking toward the formation of a club to further the interests of the sport in that vicinity.

A CLIMB TO THE CLOUDS

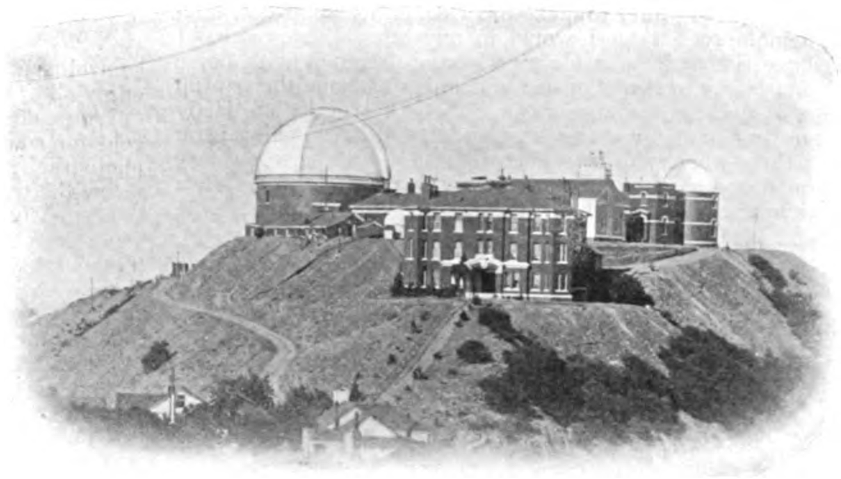
By C. C. HOPKINS

Mount Hamilton, in California, has gained prominence as being the site of the famous Lick Observatory, in which is mounted the largest telescope in the world; but apart from the interest connected with this fact, the mountain has long been a favorite excursion point on account of the vast and beautiful panorama to be seen from its summit.

The view from Mount Hamilton is one of the grandest sights in the world—a strip of the "garden spot of the earth" sixty or more miles in length, the famous Santa Clara Valley—lies at the observer's feet, and but a few miles back of the valley is the wide Pacific Ocean. Thousands of visitors make the trip to the summit every year by automobiles, motorcycles, bicycles, or other conveyances, but until recently no one had ever attempted the trip by a tricar. On March 29 a San Francisco automobile association called a run to the mountain, and several motorcyclists decided it would be a favorable time to make the trip also, and the writer, accompanied by Mrs. Hopkins and Mr. and Mrs. H. Medlicott, with two Indian tricars, ran down to San Jose, fifty-two miles from San Francisco, on the evening of the 28th, preparatory to an early start up the mountain on the following day.

We were out by seven o'clock the next morning, ready for the start, and found heavy wraps most comfortable, as the air was keen and bracing, but the day was most charming for our excursion.

The road, however, was not in the best of condition, it having recently been "rocked" in the terrible American fashion, with roughly broken, sharp stones, for about three miles from Alum Rock avenue and Smith's Creek. Frequently the rock entirely covered the road surface, and generally it was on the steepest grades or the sharpest turns, making traction with the driving wheel most difficult and the riding not the most comfortable. There was something of a suspicion in our minds as to whether this road "work" was not done for the benefit of the automobile run. However that may be, the first sixteen miles of the climb were not entirely enjoyable on account of the road surface; nevertheless we made the trip to Smith's Creek without anything more serious happening than a punctured tire. At Smith's we made a stop of about an hour, and, learning that the road from there to the summit was in good condition, we resumed our journey.


LICK OBSERVATORY

Our intention was to avoid the dust and danger of meeting a great number of large vehicles on this part of the road, and for this reason we made an early start, expecting to be down, or nearly so, by the time the automobiles came up. As we were about to leave Smith's Creek for the summit, the driver of a large steam automobile asked us if we would wait until he made a record trip to the top, and as we had no particular desire to get in a tight place and be run over by a big automobile with four people in it, we willingly surrendered the road to them. They made a start and we followed a few seconds later, and we easily kept pace with them for about a mile and a half up the road, when we overtook the machine stuck on a corner with an exploded boiler. We continued easily, but they were obliged to abandon the "record run" and return. I have been told that another machine of the same make on the same day made the run in twenty-five minutes.

THE WINDING ROAD

Without making any special effort at speed, we reached the summit in twenty-eight minutes from Smith's Creek, a distance of exactly seven miles and a climb of 2,200 feet, with something over 200 sharp turns, and a constant ascent all the way. The character of this road can be judged by the accompanying photographs, from which it will be seen the turns are particularly sharp, and there is scarcely one place in the road where there is over seventy-five feet straight going.

I have frequently been asked if an Indian could climb a long grade, and I have never doubted its ability to do so. This climb, however, proved it to my own satisfaction more than any other that I have ever taken, and we now know that it can not only carry a single rider up almost any road that has ever been built, but that a twin-cylinder will climb long mountain grades at a safe pace, and will continue to climb, mile after mile, without any injury to itself or uncertainty in its operation. The weight of our tricar and its contents and passengers was over 750 pounds, and we had no special low gear on it; in fact, it was geared higher than I ordinarily use for rough country work. We made no special preparation and carried our regulation baggage equipment for a two days' run. The driver of any vehicle climbing this road must rivet his entire attention to the steering and control of his machine, for there are many places where one false move would end it all, as the bottom is a long ways below.

A passenger, however, can enjoy the beautiful scenery, and I much prefer to make this ride, either up or down, on a motorcycle than I would in any other conveyance. I have ridden it on a bicycle; I have driven it with horse and buggy, consuming one entire day to make the trip up and down; I have also ridden it on two wheels, and lastly on three, and I can say frankly that I prefer making it on a three-wheeler to any other vehicle. I felt perfect safety on every corner, and in descending consumed thirty-five minutes, thus showing I had the machine under absolute control at every point, and I could, in going down the hill, enjoy all of the beauties of the surrounding country.

OUR INDIAN TRICAR

THREE MILES FROM THE SUMMIT BY THE ROAD

We made but a short stay on the summit, as it was too cold for comfort, and unfortunately had only one or two photographs snapped while we were there. In the valley below the weather was all that one could desire. Many of the extensive fruit orchards were in bloom, and the perfume from them that was wafted to us was most delightful to the senses, and after a trip up this mountain at that time of year there is always a desire to repeat it. I would strongly urge anybody who has ever an opportunity to visit Mount Hamilton to make the trip, as I consider it one of the most fascinating and delightful to be found anywhere.

After a light luncheon at Smith's Creek, we resumed our journey toward San Jose, meeting many automobiles that were going up. We reached the foot of the Mount Hamilton road about noon, having consumed less than one-half a day in making the fifty odd miles of mountain climbing. Many of the automobiles had enough of the road after they reached Smith's Creek, and never attempted to climb from there on.

The grade on this road runs from 5 per cent. to 15 per cent. at the very summit, and while it is usually in very fair condition, there are times in the year when it is a most difficult road to negotiate. Such was the case the day we made this ride, so far as the first part of it was concerned. But it all only goes to show that motor vehicles—and particularly the Indian motorcycle—can get over the worst "going" and in splendid time and with perfect safety wherever any other self-propelled vehicle can travel.

This climb, while longer than any we have ever made before, is only one of many that we have taken in mountain sections, for we do not hesitate to start on any trip to any point that we desire to reach, and have never yet failed in our attempts. The summer resorts in the mountains we reach in comfortable fashion at very small expense. We can carry enough fuel to make a run of 150 miles without depending on any stations for supplies. Sand cannot "stick" us, and even if our machine should fail, it is not a difficult matter to pedal a tricar, with engine free, a few miles to some supply point, where repairs could be made; but we have never, in our four years of tricar riding, found this necessary, and have always returned as we started—by the power of our Hedstrom motor.

RIDERS should be circumspect in and around Mineola, L. I., on their travels. The Nassau County Supervisors have purchased a motorcycle for Special Officer Willis Seaman, who is now on patrol duty covering all the main thoroughfares leading to the town.

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That N. A. M. Matter

WE print in this issue a letter which shows the thought that prevails throughout the country, both among the tradespeople and the individual riders, re the F. A. M.-N. A. M. amalgamation, affiliation or any other name for a process of absorption that may suit. Call it what you may, the fact remains that there must be but one controlling body in this country, but one that makes any pretense of control. The N. A. M. must go, be wiped out, and the sooner done the better. The moral importance of such an affiliation far outweighs any objections that have been, or can be, raised against it. Harmony is to be desired above all things, and it is high time the true federation spirit is shown. The interests of motorcyclists and motorcycling in general demand all the attention that can be given, and should be placed above all else. There must be but one organization.

Racing at the Fair

NOWADAYS no state or county fair is complete without a motorcycle event. These affairs are, when reached, the great annual terminable events in their respective states and neighborhoods, and thousands flock to them. The feature of each afternoon's sport is a composite program, including trotting and running, so far as the horses are concerned, with a miscellaneous list of other sports. But nowadays, one of the features is one or two motorcycle events. Indeed, it may be well said that no state fair is complete unless it runs off some such events. The tracks are usually large and safe, and the men are in a position to get all they can out of themselves and their machines without any danger. The dash and the speed they display for the assembled tens and twenty thousands is certainly a splendid advertisement for motorcycling. In any such crowd, after witnessing a motorcycling race, certainly there must be hundreds of young men who register a vow to get one of the "durn things."

Join the F. A. M.

THE world of graft, the political world at least, has come to realize that the motorcycle can be made to pay dividends. Already, in many states, income producing legislation has been put on the books. In New Jersey, if you would ride, you must pay $2.00 for a license. In various parts of the country the motorcycle is being put on the income list by way of this, that and the other license, tax and penalty.

Of course, the first step in a case of this sort is to "bring the matter to the notice of the F. A. M." Fine! Fancy!

But what can the F. A. M. do? Very little.

Its membership is not big. Its treasury is weak.

It takes money to fight adverse and objectionable legislation.

To fight such is the work of a strong body.

Therefore join the F. A. M., *make it strong*—for the legislative wave will raise far and high. Secretary Henry J. Wehman, 84 Nassau Street, New York, will send you an F. A. M. membership card, and the F. A. M. pin for $2.00.

Our English Correspondent

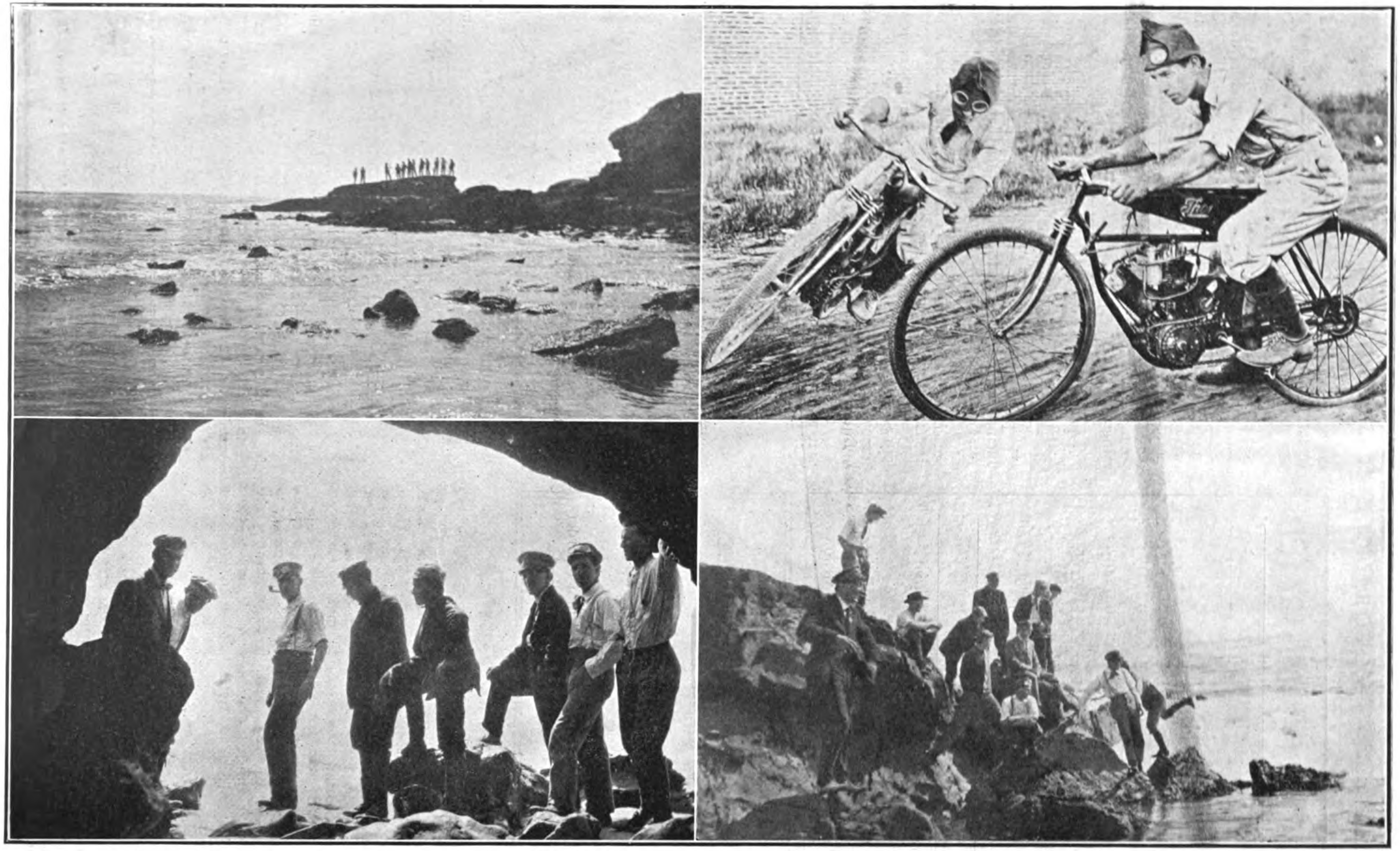
ISLE OF MAN race, run September 22, very interesting, quite important. It was a speed-economy contest, go-as-fast-as-you-can, but at the minimum of fuel cost. A 3½-h. Triumph negotiated the 158 miles, including many hair-raising curves, at 38.7 miles per hour. Pretty good! Race is hit off by our exclusive English correspondent. It's breezingly done. He has the lingo of motorcycling down fine, very fine. And at each essay, he invents new, graphic, telling phrases, phrases that illustrate the point. "Grimy grumblers," "throttle shut down to the starvation mark," "hairpin curve"—they're all good. You will find our English stuff all to the good. Don't get into the habit of slopping it.

Fine Exhibits for Coming Shows

DEVOTEES to the pleasures of motorcycling will have opportunity this winter to inspect, examine and compare, side by side, more models of 1909 machines than have ever been assembled at any one place in this broad land of ours. Assurances of this fact are conveyed by the large amounts of space that have been reserved at both the New York and Chicago automobile shows by the members of the newly organized Motorcycle Manufacturers' Association, who will exhibit what their efforts to supply the demand for improvements and refinements have resulted in.

OUR end of the business would seem to indicate a very healthy condition of the motorcycle business. —Henry T. Adams & Co., Chicago, makers of the Quick Action Motorcycle Stand.

Yes, and it's getting healthier every minute. It's going to be a big boy in 1909.



THE runs of the Los Angeles Motorcycle Club continue to attract the attendance of record numbers of riders. On the third annual run to Pomona, on Sunday, September 27, there were nearly 100 in line. Seventeen machines were fitted with tandem attachments and a number of sidecars and tricars appeared. At Pomona the party were reenforced by about twenty-five riders from Riverside. While we have given a **great** deal of space to **the** Los Angeles Club doings, the pictures on this page merit attention because **they** are so out of the ordinary. The rider on the Thor is J. Howard Shafer, **California's** record maker. The picture is, of course, printed from a "freak" **plate**.

CLUB NEWS

A FRIENDLY rivalry between the two Indian camps at Springfield, Mass., the Springfield Motorcycle Club and the riders connected with the Indian factory, was decided on Sunday, September 20, by a run to Worcester and return by teams of ten men from each of the camps. The distance is 102 miles, and besides three controls, there was included a hill-climbing contest up the long grade at Leicester, which is on the route. The time allowed was six hours, which made an average speed of seventeen miles an hour necessary.

An interesting feature of the event was the personnel of the two teams, the club being represented, among others, by "Old Scout" Geo N. Holden, a successful survivor of many a race and hard-fought endurance run, his latest having been the New York-Chicago Touring Competition; Bert S. Barrows, the man who never fails, also in the New York-Chicago run, and Fred Hoyt, widely known as a champion rider before he deserted the motorcycle for the automobile The other riders on this team were A. M. Brackett, J. H. Root, B. F. Whelden, J. L Seidell, M. Kibbe, Wm. Kothe and F. H. Fierman, all old riders of ripe experience. On the Indian factory side most of the riders were heads of departments in the works, who ride for pleasure only: R. W. Ellingham, superintendent; F. J. Weschler, sales manager; A. G. Greundler, H. Chapin, H. B. Lake, W. Shields, Chas. Gustafson, Jr.; J. H. Hoffman, Chas. Erickson and Chas. Spencer. Oscar Hedstrom took the checkers to their stations in his car, and assisted in the work on Leicester Hill, thus enabling quick reports to be made. Some fell by the wayside, and many had their troubles on the hill, but all were on hand for the dinner which finished the day, at which the Indian factory team was the guest of the Club team, the former having won the match by a substantial margin. It is hardly necessary to add that all the riders on both sides used Indian machines.

A BALLOON pursuit organized by the Silesian and Posen branch of the German Motor Cycle Association in co-operation with the Silesian Balloon Club resulted in a victory for the road vehicles, although Dr. Van der Borne, who was in charge of the balloon, utilized the air currents with fine aeronautic skill, and led his pursuers a rare dance, eventually landing in an almost inaccessible clearing in the middle of a wood near Luckau. Dr. Borne was supposed to be carrying despatches from "beleaguered" Breslau. Twelve drivers of small cars and seven riders of motorcycles constituted the enemy, and it says much for the pursuers that, notwithstanding the necessity they were under of crossing the River Odor twice and tackling all sorts of roads and by-roads, nine reached the clearing, the first, indeed, within a quarter of an hour after the balloon, thus fulfilling the condition under which the balloon was to be captured. It is satisfactory to know that three cycles were amongst the arrivals, and that Herr Eitner, who drove a 3-h. Phanomen, arrived second, and was but seven minutes behind the driver of a powerful Adler car, who effected the "capture" for the association. But for the seven minutes the honor would have gone to the cycling contingent, as Herr Eitner was well within the hour of grace granted to the pursuers. The balloon landed at 11.42 a. m., and Herr Eitner appeared on the scene at 12.30 p. m. Herr Hielscher, who drove a 3½-h. Magnet, also arrived before the hour had elapsed, but the third cyclist failed by eighteen minutes. The trophy secured for the association is a very valuable and handsome work of art.

THE joint run of the Baltimore (Md.) Motorcycle and Indian Motorcycle clubs brought out a large number of riders on the run to Westminster, Sunday, October 4. The perfect weather and fine condition of the roads made this one of the most pleasant trips that the club has ever held. Captain W. S. Fisher was the only victim to the puncture fiend, he having three to his discredit. The hill climb at Finksburg was the feature of the run, and proved decidedly interesting to the riders and to the number of the residents who lined the course in anticipation of the contest. All along the road, especially at the villages passed, the residents were out in numbers, all of whom were of the impression that there was a race to Westminster, and were disappointed at the regular road gait the riders took over the course.

Had they all been down at Finksburg, however, they would have all gone home with some wonderful tales of speed to tell, as the meteoric flight of Captain John Blakeney up this long incline was simply terrific, and it is doubtful if ever that mile of incline has been traveled at such a fast gait. Blakeney started nearly last on this hill, some of the riders having over 100 yards start. Once on his way, he opened his twin Indian wide, hitting only the high spots, and, disregarding safety, simply mowed down the field, passing Von Eiff, his hardest competitor, about 100 feet from the top, and winning the event by over twenty-five feet.

RIDERS in and about New Haven, Conn., met at the Y. M. C. A. Building in that city on Saturday, October 3, and organized the New Haven Motorcycle Club. The following officers were elected: Edward Brereton, President; George Wildman, secretary and treasurer; James M. Boyce, chief marshal. The following were enrolled as members of the club at the meeting: C. W. Hulse, J. F. Cox, P. H. Cox, J. F. Cox, Jr., Ed. Brereton, Fred B. Sloan, H. Hurtzner, A. T. Trowbridge, Beardsley B Lattino, Louis Krachenfelt, E. C. Glynn, J. N. Boynce, John L. Shanley, J. D. Cavaliero, Jas. Pastore, S. W. Olinski, Lucien Barribault, P. J. Maley, A. W. Werle.

AN organization of Dayton, O., riders was effected at a meeting at the Daytonia Hotel in that city on September 17th. Some twenty members were enrolled, and the name, Dayton Motorcycle Club, was adopted. Sunday runs will be made, trips to Cincinnati, Columbus and Indianapolis having already been planned. H. G. Wiley was elected president and Frank Kemball secretary.

TOURIST TROPHY: FASTEST TIME BY A SINGLE

THE sensation of England's Tourist Trophy race on the Isle of Man, held Tuesday, September 22d, was the fact that, for the second year in succession, a single cylinder machine made better time over the ten laps of the fifteen and eight-tenths miles course than did the winning twin. The race for the Tourist Trophy is an important annual event, the winner in both the single and twin classes being the man who can get the highest speed out of his machine for the distance on a limited fuel consumption.

In this year's race thirty-six of the thirty-seven entrants started. Single cylinder machines were allowed one gal., four pts. and thirteen ozs. of gasoline, and twins one gal., one quart, three pts. and sixteen and one-quarter ozs. The winner of the single class was J. Marshall, on a 3½-h. Triumph, who covered the 158 miles in 4h., 4m., 50.1-5s., and who still had 38 ounces of fuel left in his tank. In the twin cylinder class, H. Reed, on a 5-h. Peugeot, proved the victor. His time was 4h., 15m., 58 3-5s., with 23½ ounces of gasoline left over.

Of course, the feature of paramount interest is the fact that a single cylinder machine of 84x86mm. put up better time than the twin cylinders, covering the 158 miles, 1 furlong, at an average of 38.7 miles an hour. As a matter of fact, this event was a fine example of the race being not always to the swift. The course was so tricky and contained so many abrupt curves, that it was not at all a question of everyone opening their throttles and devil take the hindmost. Marshall won because he took the most risks and took them cleverly. Round the hairpin at the foot of Glen Helen every rider, bar the intrepid Marshall, switched off his power, losing ten or fifteen seconds on each round. As this curve had to be negotiated ten times, Marshall probably gained two minutes on everyone else at this corner alone, and the riders said there were over sixty bends at which recklessness could spell an almighty smash.

A great many different classes of riders are attracted by these sporting events. The third man home was a baronet in command of a warship of the Home Fleet, Sir R. K. Arbuthnot. The baronet gained a gold medal in the recent End-to-End ride. The official business before and after the race caused a lot of fun. The laws of the Island demanded efficient mufflers, and to avoid fraud, every rider was supposed to get up speed and dash past the judges' committee with his throttle full open during the preliminary parade. One rider had a muffler, the bottom half of which was nicely hidden by his magneto, and consequently he had drilled out the lower portion till it was, so to speak, an assortment of holes roughly held together by thin wire mesh. This muffler test was a bad shaker to him at first, but, nothing daunted, he got up full steam in the parade, and as he neared the stand of Rhadaman he shut down his handlebar throttle to the starvation mark, and was qualified. In the race itself he barked like a Gatling.

After the race two or three amateurs began complaining that this same man was not riding a standard machine. They were a dusty lot, and he judged it quite safe to offer them his mount at catalogue price, viz, $240. One of the grimy grumblers promptly put his hand on the bar, and fished out a wad of paper money. This was a rough fall for the bluffing Jehu. He dragged the grimy one aside—"Look here, old chap, I've raced this machine to death since I landed here; her piston's cracked, and her bearings are all loose. You wouldn't like her, you wouldn't really!" The man with the cash had seen the jigger doing fifty an hour up a steep grade with a firm, relentless purr not an hour before, and the fist of notes was kept extended; so the crestfallen Jehu had to make off under a storm of chaff.

Buffington Wins "Swenson" Cup

PRESIDENT E. L. BUFFINGTON, of the Providence Motorcycle Club, carried off the honors and the "Swenson Cup" in the third and last of the "Triangle" runs over the Providence-Boston-Worcester-Providence course on Sunday, October 4. B. McLaughlin was a close second, with two perfect scores; but he was off schedule at some of the secret controls on this last run. As in the other runs, Swenson was timer, scorer, starter and judge. He left last at every control and arrived first at the next in order to check and time the others. His score was also called "perfect."

Several ties had been carried over from the second of the series of runs, and in order to eliminate some of the riders several secret controls were established. Swenson had his hands full in managing them, but he was "on the job" at every point, and handled things to the Queen's taste. Buffington's performance was remarkable, he being but six minutes off schedule in 138 miles at four secret and three known controls. One of the secret controls was at Lake Pearl, twenty miles from the start. The next one was at Dedham Heights, in a car waiting room. One was near Wayland Inn, where Swenson laid in a haystack with his watches and checking book (Swenson carried three watches, so there would be no fizzle). The last of the secret controls was in the middle of a half-mile stretch at Whitinsville and Swenson says he more than made up for his hard day's work by the fun he had watching the antics of the riders when they spied him up on the road, in plain sight, ready to time them as they went In these secret controls Swenson only had to keep k of the five riders that were tied. The others could come into a known control any time, but they had to leave at a certain time. This put Battles out of his second perfect score. He got a puncture two miles from the Boston control, and stopped to fix up, arriving ten minutes late. The tied riders were started five minutes apart, so Swenson, as checker, had to wait one-half an hour after the first one left before he could leave; but everything went lovely.

A Knotty Problem

A FINE point for discussion among the legal lights of the sport has been raised by the decision of Judge Frederickson of Los Angeles, in which he held F. Monasch, who was on a tandem attachment when the rider of the machine, Charles Balke, was arrested for speeding. The latter was given a suspended fifteen days' sentence and the former a suspended ten days' sentence as an accessory in the offense. In the decision rendered it would appear that the one man was almost as guilty, in the eyes of the law, as the one who was manipulating the machine.

It has been the rule in automobile speed arrests for the justices to allow the passengers in the car to go free, holding only the driver as the guilty party, and it would appear that man or woman on a tandem attachment of a motorcycle should hold the same status. In the days when bicyclists were the marks for the police courts, both riders could be haled before the court for exceeding the speed laws because each did his share of propelling the vehicle, but with a motorcycle the case is vastly different, for the man behind, at the side, or in front, varying with the nature of the vehicle, is nothing more or less than a passenger.

KINKS AND WRINKLES

FEW riders, even those who enjoy frequent excursions at night, appreciate the importance of keeping the lens mirror and front glass of their lamps clean. A greasy or dingy surface, such as follows one or two evenings' riding absorbs a considerable percentage of the light from the flame. By far the best and handiest thing to clean the lens mirrors is a mixture of equal parts alcohol and water. Denatured alcohol answers the purpose perfectly well. Pure alcohol evaporates so quickly that it leaves the greasy film pretty much as it was, whereas a 50 per cent. solution evaporates more slowly and gives time to wipe the glass clean. While on the subject of lamps, it is worth mentioning that all gas tubing from a generator should slope either downward or away from the generator, and it should be drained occasionally, since at its lowest point there is a gradual condensation of water, which, if it collects in pockets, results in objectionable flickering.

SOME of the most erratic engine action can be traced to loose electrical connections. Sometimes the jarring of the machine will temporarily separate the ends of a broken wire or loose connection, causing the engine to miss badly, but just as soon as a smooth stretch of road is reached the engine will run beautifully again. Some wiring is so placed that wearing on the frame occasionally separates the ends, etc. Another common cause of a peculiar acting motor is a loose joint or connection in the intake pipe. Air is allowed to enter, and at certain speeds the charge becomes so diluted as to cause misfiring or sometimes back-firing in the carbureter. All pipe connections should be kept tight to insure uniform running.

BELT troubles are a common cause of worry with many riders, both experienced and inexperienced. Belt hooks pull out and break. Rubber belts do not have the long life of the leather ones. Flat belts are more subject to slippage than V belts, etc., etc. One of the commonest causes of belt troubles arises from giving the transmission too great a degree of tension. This results in an unnecessary amount of strain on the bearings, causes undue friction, and does not increase the driving power of the belt. In addition to this, it shortens its life and tends to cause the fastenings to pull out. A rider of a flat-belt-driven machine is more liable to err in this respect than others, especially if his belt is of the endless type. Better results are obtained if the belt is kept in good condition and run fairly slack.

WHEN overhauling the motor care should be taken to observe whether the small pins which are used to keep the crank shaft bushings from turning are intact and of ample size. The utility of these little fittings is not always apparent, but their chief purpose will be understood when it is pointed out that once a bushing has turned in its bearing the inlet for the oil feed is cut off, so that the only lubrication which the journal can receive must come through the end of the bearing, working its way along the full length of the bushing.

IF a nut cannot be loosened, tapping is the first expedient. Screw a long-handled wrench firmly onto nut, and tap its far end smartly with a hammer or weight. If this fails, run kerosene round nut and try again. A pair of red hot tongs held around the nut are then the best resource, but failing these, a cold chisel and hammer may be used to start the nut.

IT is important that all connections on a motorcycle, such as spark and throttle levers, bowden wire attachments, etc., etc., be set up tight and kept so. Handlebar controls have a bad habit of working loose at the connections, and the lock nuts at all of the joints should be gone over carefully once a week to make sure that they are secure. The vibration of a machine ridden at speed over country roads sometimes loosens the small screws that give the tension necessary to hold the pet cocks closed. These screws should be drawn up into their seats fairly tight.

IN case of fire at the carbureter, caused sometimes by overflooding or by a leaky connection, the most simple method of extinguishing it is to shut off the fuel supply at the tank and then race the engine. This, it is claimed, will tend to create sufficient draught through the intake pipe to keep the flames within reasonable limits, while the amount of fuel contained in the float chamber is so small that the fire will soon waste itself without doing any damage, expiring as a matter of course as soon as the fuel is exhausted.

A bolt that fits tightly in its bed must never be knocked out direct or the thread will be spoiled. The best plan is to take a copper or brass punch of smaller diameter than the bolt, hold it carefully in center of bolt end and give it a very smart tap. Failing this, a piece of tough wood, sheet lead or copper may be laid over bolt end before hammering, or the nut may be half unscrewed, and the nut itself hammered, but in this last case the thread is in danger if the bolt be really tight.

NOVICES should procure from the makers of their machine a sketch of the wiring, and always carry it with them. This is especially advisable with twin-cylinder machines. Where there is possibility of doubt between two wires, as at coil, battery or spark plugs, one wire and one terminal should be marked for each other with red paint.

EVERY now and then raise wheels off ground, seize by the rim and shake. If there is any side play tighten cone till wheel is absolutely stiff, slack back a quarter of a revolution and lubricate. A tight wheel bearing or a dry wheel bearing is a common source of bad running. Lubricate hubs every 250 miles.

RIDERS of flat belt driven machines should run the belt of the rear pulley when the day's run is over. This gives the belt a chance to regain some of the stretch, and it will be found that it fits much tighter when it is again slipped on the pulley for the next run.

Spark plugs should be kept free from carbon.

A spark plug should have a gap of not more than 1-32 inch. A gap of 1-64 inch is used with high compression, and with a magneto.

A cracked porcelain will cause a plug to leak and probably "miss fire."

One "dead" dry cell will keep a whole set from working, pick out the poor one.

Keep the wiring on your engine in good shape. A "ground" on a secondary wire may cause you a lot of trouble.

CORRESPONDENCE COLUMNS

F. A. M. vs. N. A. M.

Motorcycle Illustrated:

The Motorcycle Illustrated of October 1st has just come to hand, and I have read Mr. Ovington's article, and also your editorial on page seventeen. I congratulate you on this editorial, which contains not only a sensible and practical view, but good advice, and the writer thoroughly agrees with you that harmony is the great thing that should be brought about, even if the constitution of the F. A. M. is to be slightly jarred. There usually is a reason for things, and, as I understand it, there has been a reason for the formation of the N. A. M., that, by the way, as I understand it, has done some good things; good enough, at least, for the F. A. M. to adopt, and whether right or wrong, these men are brother motorcyclists, and it is but fair to assume that they are actuated by as good and lofty motives as we are.

The existence of two organizations is unfortunate, and while the F. A. M. is the oldest and far the strongest, I fail to see any wrong in meeting the other side, who have shown their willingness to make peace. I believe that by far the great majority of the F. A. M. members desire this amalgamation or affiliation on a friendly basis, and I should greatly regret if the majority of the F. A. M. officials did not take this view on the subject. Not only the riders, but also the manufacturers; in fact the industry as a whole is interested and desires to have the F. A. M. as the one organization, and they are also desirous that the most friendly relations and feelings exist among motorcyclists, and the big body of members is not at all interested in the personal grudge or partisan view of a few individuals, who, as you state, appear to have made the thing a personal matter. It is well for the F. A. M. officials to be dignified, but not overbearing, and no one can seriously believe that the F. A. M. is losing any of its dignity by dealing with the N. A. M., even if they are not an organization of equal power and position. They are an organization of motorcyclists, and whether weak or strong, from the fact that they took the first steps and that they wish to come back into the fold, and that they realize that the existence of two organizations is not a good thing for the motorcycling industry, they show a commendable spirit, and as there is no personal animosity among the mass of riders the past is best forgotten.

Mr. Ovington, the president of the F. A. M., having solely the interests of the F. A. M., and with that the motorcycling interests of the country at heart, was doing quite the proper thing when he met the N. A. M. and endeavored to do away with discord forever with regard to governing the motorcycling sport in America, but, although the F. A. M. finds itself in the position of the victorious gladiator, and is by far the stronger organization, Mr. Ovington need not wait for the verdict of the F. A. M. members in general as to whether it should be thumbs down to crush and humiliate the members of the other organization, for the brotherly spirit of the true motorcyclist says to the smaller brother, "welcome home." If Mr. Ovington accomplishes the affiliation and creates harmony he will have done a great thing, the biased opinion of a few notwithstanding. What everybody interested in motorcycling, including the trade, wants, as you truly state, is harmony instead of past discords.

I trust your paper will keep up its good work, and with best wishes, I remain, Sincerely yours,

Reading, Pa. W. F. Remppis.

A Brief for the Maker

Motorcycle Illustrated:

Last May the writer ordered a new machine from a reliable company. He was the possessor of an old model of this company which gave satisfaction and warranted his purchasing another from the same maker. Still he did not expect to find run-down batteries, partially set up screws, poor adjustment of carbureter, etc., on a new machine. Such things result from oversight and not intentionally. The advice the makers always give a rider is to leave a new machine alone as long as it goes. But this one did not go, at least, satisfactorily. The ignition was by ball contact, and this contact being adjusted so lightly, the least wear caused a space or lack of contact between ball and cam shaft bolt. Proper adjustment was naturally presumed to be the case on a new machine and consequently the failure of the engine to "mote" was not looked for here. Ordinarily this contact should run hundreds of miles without attention.

The carbureter was not adjusted just right either. All this made the rider disgusted. He should have expected to key up a second-hand machine and examine it for wear, but not a new one. Now, on top of all this, the machine did not go at normal speed. The company, of course, did not know all this, and therein lies the unfairness toward the manufacturer. The writer could not stand for the lack of speed in his machine, so he wrote the maker. The machine was taken back with the greatest of pleasure, and not only did the company make good on all the adjustments, but also tuned the machine up beyond all expectations for speed. The writer had learned his lesson. He found out that manufacturers do not simply want the money and then "deuce take you and the machine." No, they want satisfied customers, and will keep you satisfied up to their guarantee, and that is sufficient for any one. It stands to reason that these machines are made as well as possible and you can rest assured if you find troubles on the start and your machine does not live up to all claims the makers want to know it quick. No doubt you will be a gainer by your experience and the chance you give the company to make good.

Newburg, N. Y. William E. Fisher.

Help! Help!

Motorcycle Illustrated:

We are in a bad plight in this section of Massachusetts in regard to the use of motorcycles. Being, as we are, classed with automobiles we are "held up" at almost every turn without the least cause, as an excuse to find out whether we have our license and registration papers, and, if perchance we have left either at home when changing our clothes we are summoned into court and fined to the tune of ten or more dollars. If we happen to be caught riding the least fraction faster than the speed limit, which, in many places is eight miles an hour, we are "stung" for ten or more dollars. In passing through these "traps" we are stopped every time, no matter how often during the day. Is this justice? I claim it is not. If an owner has paid the registration fee for his machine for the current year why should he be fined $10 or more if found using it without the receipt for such registration with him. And is it justice that another person who has a license to operate be fined if he uses a machine that belongs to another person if said machine has been registered for the time? I do not believe the spirit of the speed law should extort a fine from a person who might be exceeding the speed limit for a short distance without endangering anyone. It should only protect from reckless driving where others are using the highway. These "hold-ups" and fines are an injury to the business and sport. I have been told by many that they were going to give up riding on this account, and some have already sold their machines. I think there is a good chance in this state for the F. A. M. to do some much needed work.

E. H. Corson.

Boston, Mass.

Motorcycle Illustrated:

Will you kindly give me a recipe for, or name a good belt dressing. My motorcycle belt keeps stretching and slipping and I want a remedy. Yours truly,

Katonah, N. Y. Harold H. Bayliss.

A dressing for leather belts, which the originator describes as being at once "the dirtiest, the cheapest and the most effective" he has ever tried, is composed of Russian tallow and engine oil. The manner of compounding is to place a lump of the tallow about the size of a hen's egg in a saucer and then by opening the drain cock of the crank case about half fill the saucer with waste oil. The ingredients make a paste, which is rubbed into the belt.

Have You Noticed?

¶ In every big event that tries the reliability, power and speed of fully equipped motorcycles, the

Excelsior Wins

¶ In the Chicago Motorcycle Club Reliability Run from Chicago to Kokomo and return, 415 miles in two days,

In a field of 18 starters
3 were Excelsiors

Eight Finished
3 were Excelsiors
and all with perfect scores

¶ Thus is proven the quality of the Excelsior stock machine, exactly as it is delivered to every customer without special preparation or equipment.

¶ No Excelsior is better than any other, but all are better than any other make.

¶ Our catalogue M. C. 22 tells you why. Write for it.

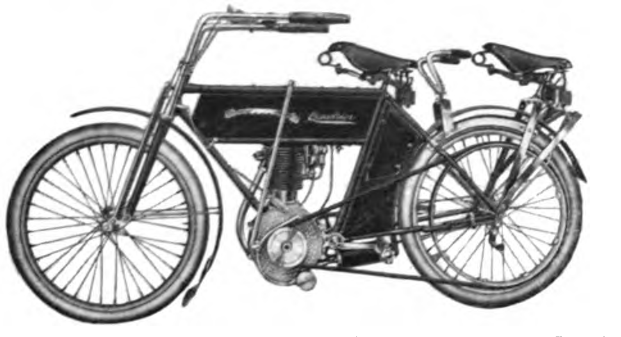
Excelsior Supply Company

ESTABLISHED 1876

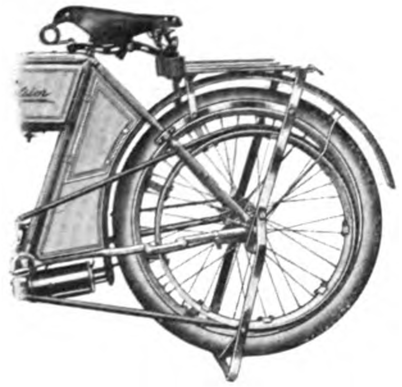
233-237 Randolph Street, Chicago, Illinois

Excelsior Attachment and Luggage Carrier

WITH the increasing use of motorcycles for utility purposes comes a demand for a substantial luggage carrier, capable of carrying all the load that the machine will sustain. There is also a demand for a rear seat, for tandem attachment, that may be quickly applied or detached. The Excelsior Supply Company, 233 Randolph street, Chicago, Ill., are prepared to meet both requirements with their new combined carrier and stand. Both are made of bar steel throughout, are heavily nickeled and can be atttached to almost any motorcycle without alteration or the necessity of drilling and weakening the frame.



The tandem attachment is designed for the use of any handlebar or saddle, and is furnished without either, leaving the selection of these to the purchaser. One marked feature of this attachment is the arrangement whereby the position of the saddle may be adjusted forward or backward, according to the style of the machine to which it is applied or the position desired by the user.



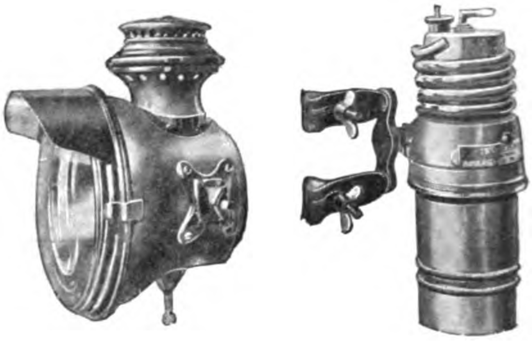
The luggage carrier is, without doubt, one of the strongest and most durable on the market. The deck or platform is made of four steel bars which furnish a substantial support and a most convenient method of securing the packages to the carrier. The stand is the same on both tandems and luggage carrier. When not in use it is held in position by a spring latch and is readily dropped by merely pressing the hand on the latch. The lock, however, is positive and the stand cannot drop on the road when travelling. When not in use, the base is broad and the stand so solid that the motor may be run at any speed without danger of tipping over or accident. The price of the tandem attachment complete, except handlebar and saddle, is $15. The luggage carrier, complete, is $10.

AGENCIES for the new Pierce four-cylinder motorcycle have been established with the Amos-Pierce Automobile Co., 215-17 James St., Syracuse, N. Y., and with Robert Smyth, Eighteenth St., near Fourth Ave., Rockford, Ill.

"Neverout" Gas Lamp and Generator

FOLLOWING the suggestions of various motorcycle owners, as well as manufacturers, the Rose Manufacturing Company, 933 Arch street, Philadelphia, Pa., has designed the motorcycle headlight and generator shown herewith. In them is embodied the result of this concern's vast experience in the motor vehicle lighting line.

The headlight is equipped with a special mirror lens reflector and a forward aluminum reflecting flange. A specially constructed hood is fitted for throwing the light on the road, and, incidentally, protecting the eyes of the rider. The lamp is equipped with two bracket holders, in order to impart rigidity. A holder for flat brackets, at rear of headlight, is furnished only when requested. The headlight has a six-inch face, and is seven and three-quarter inches high. It is made of brass, nickel plated, and fully riveted throughout.



The "Neverout" motorcycle gas generator is made on the most approved lines of acetylene gas generation. It is eight and one-quarter inches high, three and one-quarter inches in diameter, and is fitted with a bracket especially designed for securely fastening it to the front fork. An adjustable clamp is fitted for maintaining the generator in a perpendicular position. The generator contains the "Neverout" patented air cooling system, which insures a steady and bright light. One charge of carbide will furnish gas for six hours' lighting.

Perfect Scores on M. & W. Tires

MORGAN & WRIGHT tires made an exceptionally good showing in the recent Chicago-Kokomo endurance contest and in the elimination afterward run to pick the winner from among the seven tied scores. Of the eighteen original starters eleven were equipped with M & W tires. Of the seven perfect scores six machines were so fitted. One lone puncture was the sum total of all the tire troubles experienced by the riders using Morgan & Wright tires.

THE Brooklyn (N. Y.) and Long Island agency for the N. S. U. has been secured by the Yonkers Sporting Goods Company, whose main store is at 869 Broadway. This company has several other salesrooms in Brooklyn, and will devote a goodly portion of its show windows and floor space to the motorcycle.

IF You want to sell your machine advertise it in the MOTORCYCLE MART, Two Cents a Word.

GOODRICH
MOTORCYCLE TIRES

Built Like an Automobile Tire
Ride Like a Bicycle Tire

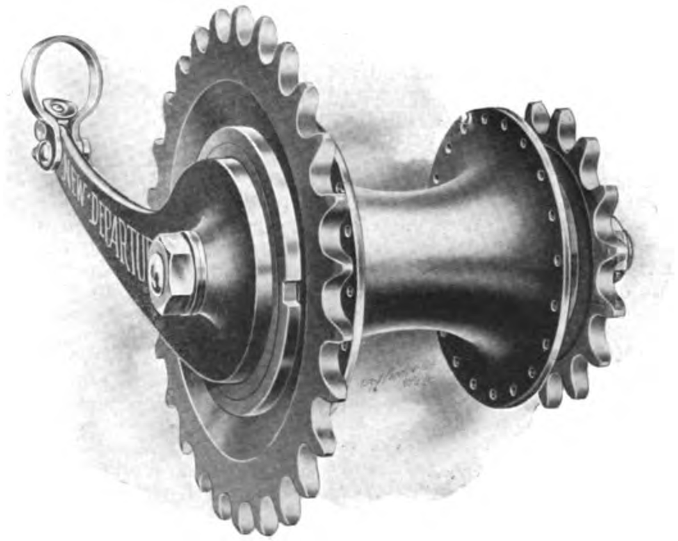
STRONG — FAST — EASY

THE B. F. GOODRICH CO., Akron, Ohio

Branches: Chicago, Philadelphia, Boston, St. Louis, Denver, Detroit, Cleveland, Paris, London.

FACTORIES, AKRON, OHIO

Our products are also handled in New York and Buffalo by the B. F. Goodrich Company of New York, and in San Francisco, Los Angeles, and Seattle.



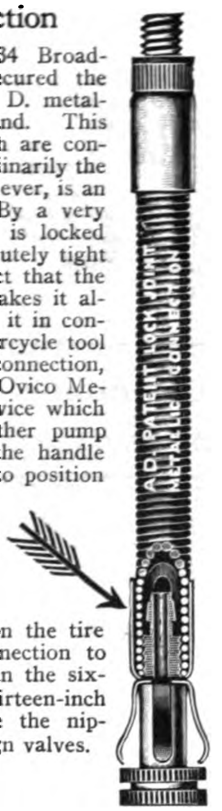
Model BB for Chain Drive

NEW DEPARTURE COASTER BRAKE
For Bicycles and Motorcycles

This is the make so many motorcycle riders are talking about—the make that is reliable every time. Perhaps you are having brake trouble. If so, investigate the New Departure.

The New Departure Manufacturing Co., Bristol, Conn.

New Pump Connection



THE Ovington Motor Company, 2234 Broadway, New York City, has just secured the exclusive American agency for the A. D. metallic pump connection, made in England. This comprises the usual pump nipples, which are connected by a piece of rubber hose, as is ordinarily the case. Surrounding this rubber hose, however, is an armored sheath of spring steel wire. By a very ingenious arrangement the rubber hose is locked securely into the nipple, so that an absolutely tight joint is produced. Furthermore, the fact that the connection is covered with steel wire makes it almost impossible to damage it by leaving it in contact with other tools in an ordinary motorcycle tool bag. Another feature of this new connection, which will be known in America as the Ovico Metallic Pump Connection, is the spring device which holds it inside of the pump. Like other pump connections, it is adapted to slip into the handle of the pump, but instead of screwing into position it is snapped in, and is secured by means of the spring device shown. The Ovington Company have had this connection made up especially for American valves. If you have a foreign machine there is a little nipple supplied with each connection which, when screwed on the tire valve, permits the Ovico Metallic Connection to be used. The price of the connection in the six-inch length is 35 cents, and in the thirteen-inch length 60 cents. These prices include the nipples which adapt the connection to foreign valves.

N. S. U. Motor Co. Gets Agencies

THE famous Shamrock Gloria belts and Excelsior tires, which have gained such high favor in Europe, may now be obtained in the United States, the N. S. U. Motor Co., of 206 West 76th street having obtained the exclusive American agency. This belt is a composition of rubber and canvas; the core being composed of a canvas fabric, strongly and closely woven. This is placed in a long V-shape mold and is vulcanized into or surrounded by rubber; the heavy pressure used causes the rubber to work its way in and about the strands, making a perfect unit which affords a most tenacious grip.

The fact that each belt is made and molded separately guarantees perfection throughout and insures against possible flaws. In many of the foreign speed and endurance contests the S. G. Belts have predominated as the belt drive, and have won for their respective mounts first positions in numerous contests. The Excelsior Tires are of the heavy rubber studded type and are exceedingly heavy and thickly built up at the tread; while slightly more expensive than the ordinary type they soon pay for themselves as they outlast ordinary tires and give a freedom from punctures that is surprising. They are particularly adapted for heavy twin and tricar work, and are ideal when touring in rough country.

The agency arranges matters so that the N. S. U. Co. is in a position to carry on business with both the trade and manufacturers. This company has already been asked for bids from several of the western firms who have recognized the advantages of a perfect rubber and canvas belt. The "ad" on page 36 shows a section of the belt in question and how extremely limber and flexible it is. It is especially adapted for small pulleys and is furnished in many widths.

INDIANAPOLIS G & J motorcycle tires made a remarkable showing at the Indianapolis races on October 10. Of the fifty-six machines entered in the contests, all were equipped with Indianapolis double clincher motorcycle tires, and no tire trouble whatever was experienced by any of the contestants. This is an excellent showing when it is considered that a number of the machines covered from fifty to sixty miles in the afternoon on account of being entered in several of the events.

WITHIN THE FOLD

St. Louis, Mo.—On a tandem motorcycle Eugene F. Cook, a machinist, and Clarence J. Doolan, a linotype operator, have just completed a run to this city from Louisville, Ky., the route being over some of the roughest portions of southern Indiana and Illinois. The effect of the drought over that portion of the country traversed was very much in evidence, the corn crop in many portions, especially in southern Indiana, being poor, shriveled and parched, while the roads were almost impassable, the dust in some places being almost a foot thick. The actual running time between Louisville and St. Louis was thirty-three hours, and this included stops for meals and repairs. The distance covered was 412 miles and only five gallons of gasoline were consumed.

* *

Waukegan, Ill.—Guy Curry and Charles Ferguson are off on their long projected tour of the West and Southwest. They motorcycle first to Geneseo, Ill., where the company manufacturing their machines is located. After a few days' visit they will go south via Peoria to St. Louis, where they plan to stay a week. From St. Louis north to Louisiana, Mo., where they strike the best automobile road, through Missouri to Kansas City. From Kansas City south through Kansas into Indian Territory, thence into the northern part of Texas, where they will stay all winter. It is to be a pleasure trip pure and simple.

* *

Wheeling W. Va.—Edward O. Dunkley, a young Englishman, who is making a cross country trip from New York to Los Angeles by motorcycle, arrived in this city yesterday (October 6) afternoon. He intends to follow the route of the New York to Paris automobilists after leaving Columbus, O., and will try to better their time to the Coast. His journey so far has been made without spending a cent for state licenses, and he has not been stopped by a single police officer or constable.

* *

Minneapolis, Minn.—Three brothers, V. H. and F. Webster, left Minneapolis Tuesday morning, October 6th, on a motorcycle trip across the continent. Their destination is Los Angeles, Cal. The Webster brothers hail from Duluth, Minn. The trip is merely for pleasure and they will not try to establish any records. The cyclists left for Faribault, Minn. From Faribault they will go to Omaha, then to Cheyenne, to Ogden, to Salt Lake City. From Salt Lake City they plan to hit across the country to Los Angeles.

* *

Orange, N. J.—Health Inspector S. M. Gunn has anticipated the action of the Board of Health of that city and bought a motorcycle on his own account. He is fond of riding, anyway, and when he has time of his own in which to indulge himself he does not want to be open to the charge of using public property for private recreation.

* *

Walla Walla, Wash.—Andrew Smith, of 16 Colville street, made the trip to Pullman, where he will attend college this winter, in ten hours, on his motorcycle.

* *

Worcester, Mass.—L. J. Vaudreuil and W. H. Tannerbring, of the Worcester Motorcycle Club, recently spent five days awheel, visiting New York and other nearby cities.

* *

Shelby, N. C.—S. A. Ellis started from here on September 4th on a trip to Noxpater, Miss., on his motorcycle. He averaged 140 miles a day for the first five days of the journey.

* *

Reading, Pa.—Al. Krick, of Allentown, recently visited his parents here, making the trip both ways on his motorcycle.

* *

Council Bluffs, Ia.—A new motorcycle has been added to the ranks, Will Decklotz being the proud owner.

* *

Scull Hill, Pa.—Jonas R. Moyer recently made a trip to Pricetown and return via motorcycle.

* *

Erie, Pa.—Charles Lejeal and Charles Kent recently made a 1,500-mile trip from this city to New York and return.

MOTORCYCLE MART

BUY: SELL: EXCHANGE

Two Cents a Word Cash With Copy

BAKER'S BARGAINS—Our October 15th list. 1904 Indian, single tube tires, single grip, $40. 1905 Indian, Clincher tires, double grip control, in running order, $50. 1906 Indian, 2½-inch G & J Clincher tires, all improvements, $100. 1907 Indian, twin cylinder, in fine running order, $150. 1907 Yale, new, shop worn, 2 h. p. 2½-inch G & J tires, $125. 1907 Marsh, 26-inch wheels, in good order, $100. 2 h. p. R-S tandem, combination for lady or gentlemen, $175. Indian Van attachment, shop worn, for delivery purposes, $100. 1908 Indian, twin cylinder, $175. Headquarters for all Indian parts. We repair all makes promptly, properly. Have big repair plant. F. A. Baker & Co., 37 Warren street, New York. Brooklyn branch, 1080 Bedford avenue.

HEATH'S CHALLENGE BELTS—Auto or motorcycle; "V" or flat; any size or length; pliable as a string, grips like steel, non-slipping. State your needs, will send folder and price. Manufactured by Heath, 284 Columbus avenue, Boston, Mass. Carried in stock by Thiem Manufacturing Company, Minneapolis, Minn.; the Auto Goods Company, Denver, Col.; Central City Rubber Company, Syracuse, N. Y.

AGENCY WANTED—A man with thorough knowledge of construction and operation of motorcycles desires to communicate with manufacturers of motorcycles regarding representation in Missouri on commission basis. Address JR., P. O. Box 416, Fulton, Mo.

FOR SALE—1908 Indian, good as new, excellent running condition, new 1909 G & J tire, roughrider grips, tool box with all necessary tools, $150. Need the money. C. Walters, 1340 Shelby, Indianapolis, Ind.

FOR SALE—1908 3½ Harley-Davidson. Perfect. R. C. Kirk, Muncie, Ind.

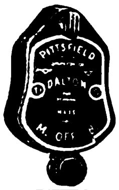
WANTED—Good second-hand motorcycle, 1907 or 1908 models, will pay cash. Fred Atzel, Marion & Dekato, Avondale, Cincinnati, Ohio.

FOR SALE—Late 1907 "M. M. Roadster," 3½ H. P. Perfect condition. New bushings and tires. Has just been completely overhauled. Crated, ready for shipment. $100. W. A. Butler, Princeton, N. J.

FOR SALE—Indian Twin Cylinder 1908, ridden only 350 miles, in perfect condition, $190. Handsome runabout sidecar built to order for the above, $40. Both together, $225. Leroy Oldham, 300 West Lombard street, Baltimore, Md.

SAMUEL DAVENPORT, a rural carrier out of San Antonio, Tex., uses a motorcycle over his route, and covers 30 miles in four hours. "The idea occurred to me that I could save time by getting a motorcycle," said Mr. Davenport, "and so I did it. The machine which I am now riding cost me $210. I have had tin boxes placed on both sides of it, arranged so that I can lock them and that are watertight, and the machine as it stands cost me $225. But I have found it a good investment and have never had reason to complain. It does not eat like a horse and repairs are not expensive.

"I have had this machine since last July," said Mr. Davenport, "and in that time have ridden it about at the rate of 1,000 miles a month. I have had very little repairing done in that time, my expense for repairs during the past month being only 75 cents. I find the motorcycle better, cheaper and faster than a horse. The actual expense for operating the machine is about $1.80 a month for gasoline. About 10 gallons of gasoline are required a month, counting 25 days to the month." Comparing the average city streets with the county roads, Mr. Davenport says he prefers the latter. There is not so much danger of getting a puncture in the tires on the county roads. Such things as broken glass are seldom if ever seen on the county roads, while he has encountered this on numerous occasions in the city.



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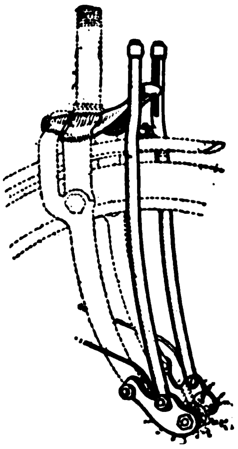
The ONLY Magneto Copper Switch
that is perfectly DEPENDABLE.
Our Guarantee is Absolute
Write for full particulars
Pittsfield Spark Coil Co., Dalton, Mass.

SEND A POSTAL TO-DAY
F. P. PRIAL, Chairman,
Membership Committee, F. A. M.,
299 Broadway, New York, N. Y.
Dear Sir:
I feel that I *ought to* join the FEDERATION OF AMERICAN MOTORCYCLISTS. Please send me particulars.
(Signed)__________
State __________
City __________
Street __________

Pfanstiehl Motor Cycle Coils
Are Guaranteed for 5 Years
Study our method of construction and learn how this is possible.
Standard equipment with six of the leading manufacturers.
Write for particulars
PFANSTIEHL ELECTRICAL LABORATORY, North Chicago, Ill.



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Cushion Fork
Easily attached to any Motorcycle
Absolutely essential for comfort
Absorbs all shocks, jolts and vibration
J. Harry Sager, ROCHESTER, N. Y.
265 South Avenue

C. O. T. Gum Gum. Ask your dealer how nicely it repairs digouts in your auto shoe. For sale by jobbers. CHAS. O. TINGLEY & CO., Rahway, N. J.

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THE MOTOR CYCLE 1d
The British Motor Cycle NEWSPAPER
American subscription rate, $2.50 per annum
"The Motor Cycle," 20 Tudor St., London, E. C.

LITTLE AUTO TIRES FOR YOUR MOTORCYCLE

If you could buy an auto tire (one of the kind that successfully stand the terrific driving and skidding strains on the big cars) which was small enough to fit your motorcycle, wouldn't you do it quick.

Morgan & Wright Motorcycle Tires

are different from auto tires in size only. Same tough, resilient casing stock; same heavy woven fabric construction; same high grade tubes built in the shape they will assume when in use.

They are MORE THAN STRONG ENOUGH to stand the service required of them

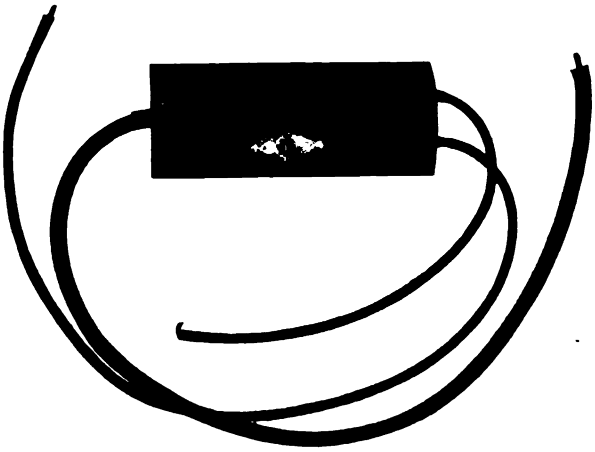
MORGAN & WRIGHT, Detroit

All 1909 M.M.'s Have

MAGNETO IGNITION

Secure Your Territory Now

Motorcycle Coils



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The wire leads are the very best high and low tension indestructible cable and are secured so they will not "pull out."

The insulation, balance, efficiency finish, durability and reliability are the best that can be produced, and we are positive that it excels all others offered at any price.

LEMKE-BRIGGS ELECTRIC CO.
Milwaukee, Wisconsin

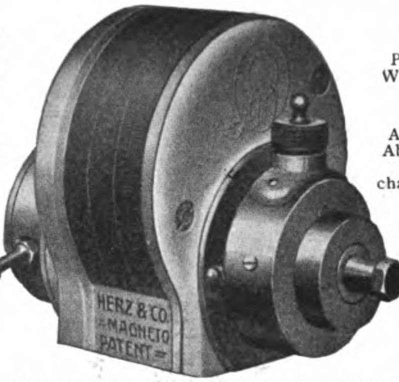
DON'T BUY MAGNETOS
UNTIL YOU SEE THE
HERZ MAGNETO

20 Points of Superiority Over All Others

The Finest Styrian Magnet Steel Used

Best Possible Workmanship

All Parts Absolutely Interchangeable



Two motorcycle types, 3HP. and 4HP. 1 cyl; two types 2 cyl. up to 6HP

The Only ABSOLUTELY Reliable Magneto Made.
Buy the Best at the Same Price.

SPECIAL MOTORCYCLE TVPES. Smallest, lightest and most effective. Weight 4 to 5 lbs. WRITE US TODAY.

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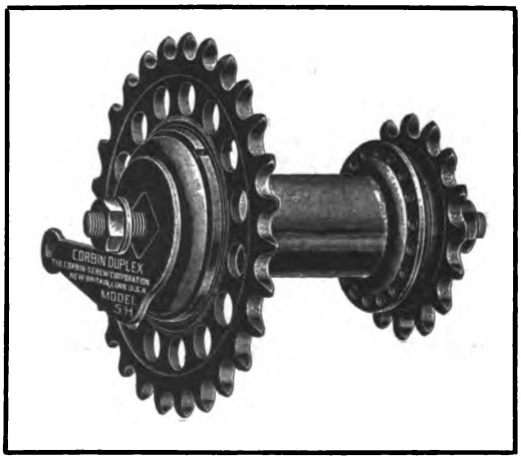
CORBIN The Coaster Brake that earned the right to lead, not by words but by deeds, and many of them.

Whether applied to

Bicycles or Motorcycles

it has proven uniformly satisfactory.

Every one knows that the name Corbin is but another term for quality.



CORBIN MOTORCYCLE COASTER BRAKE

We are ready to talk 1909 Business

Corbin Screw Corporation, HIGH ST., NEW BRITAIN, CONN.

NSU

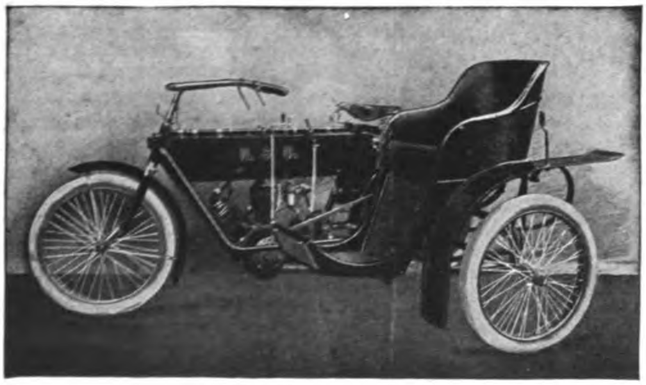
AN ATTRACTIVE COMBINATION

N. S. U. 6 h. p. Twin Touring Model

Just the Thing for the Ladies

N. S. U. 6 H.P. Twin Cylinder
N. S. U. Side-Car Attachment

The reliability of the former ensuring the safety of the latter. The Twin is admirably suited for side-car work on account of its smoothness in running and wonderful reserve power.



THE N. S. U. SIDE-CAR ATTACHMENT

It is strongly built, quickly attached, and every thought is given for the comfort of its occupant—Like riding on air.

OUR CATALOGUE "M" DESCRIBES BOTH

N. S. U. MOTOR COMPANY
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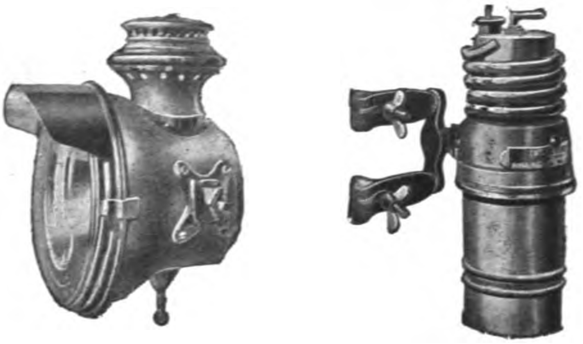
TRADE MARK

MOTORCYCLE GAS LAMP

And Independent Gas Generator

(Patent Air Cooling System)



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The most powerful motorcycle lighting apparatus made.
Mirror Lense Reflector.

SATISFACTORY OR MONEY BACK

All First Class Dealers. Write For Literature.

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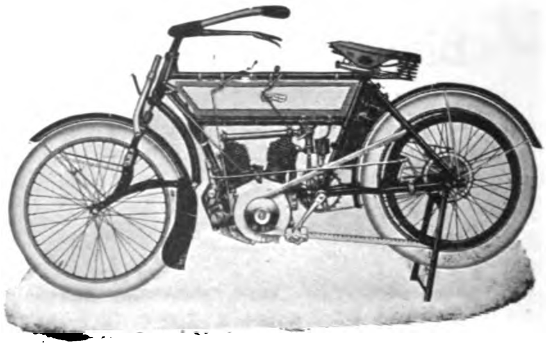
THE MOTORCYCLE OF MERIT

THE MACHINE THAT HAS MADE THE NAME "VINDEC" FAMOUS



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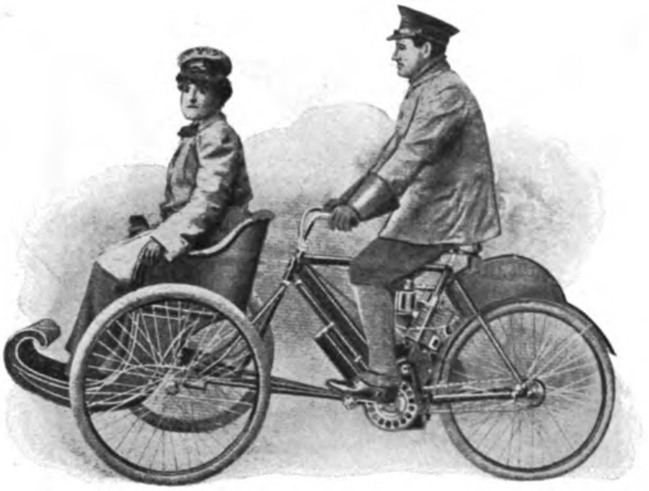
Harley-Davidson First As Usual

110 MILES IN
3 HOURS 49 MINUTES

B. W. Gates, of Minneapolis, Minn., a **private owner** using his **own** fully equipped machine, outclasses all other makes and wins 110 mile road race in 3.49, thirteen minutes ahead of next man.

HARLEY-DAVIDSON MOTOR CO.
MILWAUKEE, WISCONSIN



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Complete stock Indian and Thor parts
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All 1909 Motor Saddles are fitted with new spring SYSTEM, SHOCK ABSORBER and Spring Steel Tilting Clamp.

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"CAVALRY" Style made in five sizes
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We send samples to Manufacturers and Jobbers on approval

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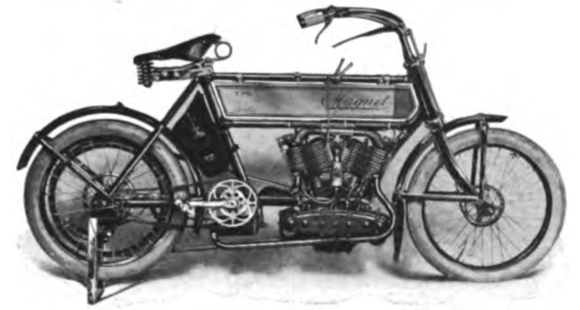
Manufacturers of Bicycle and Motorcycle Saddles

MAGNET TWIN—5½ H.P.

With Two Magnetos
Built Four Years Without Any Change



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Rare Bargains in Used Machines

1 N. S. U. 3½ H. P. with magneto, belt and tires, practically new **$175.00**

1 N. S. U. 5½ H. P. twin cylinder, with Simms-Bosch magneto, free engine clutch, stand, new belt, almost new tires, 2½ in., and many spare parts, valves, spark plugs, etc. . **$250.00**

These machines are taken in part exchange for "Magnet" motorcycles. They are in perfect running condition, and except a few scratches in the enamel, just as good as new machines.

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Spring Frame Motorcycles

with Ball Bearing Motors

have during the past season by their consistent performance gained for themselves an enviable reputation and universal recognition, not in one particular locality, but wherever introduced. The list of winnings and notable performances has grown so rapidly that space will not permit enumerating all here, but copies of same can be had and all other details regarding exclusive points of construction, operation, etc., by request, to

Merkel Motor Co.
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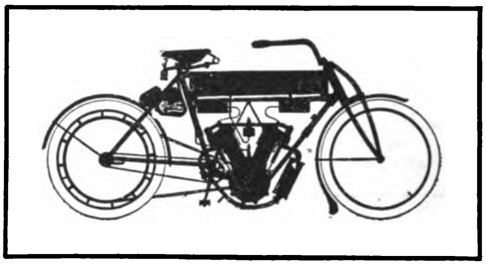
How Much Would You Give for a Bicycle With Plain Bronze Bearings?



Roller bearings are as essential in a motor as ball bearings in a bicycle. "CURTISS MOTORS" are roller bearing throughout.

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"It's nice to know how far you go."

It also tells just what you ought to know regarding tires, batteries, gasoline consumption, etc.

ACCURATE, RELIABLE
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25 Cents Extra

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Also: Every accessory manufactured for the use of the Motorcyclist. Also: that we give Particular and Prompt Attention to MAIL ORDERS

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20 SECOND-HAND MACHINES
ALL MAKES, FOR SALE

(F. A. M. Official Repair Shop of the First Class)

FOUR YEARS BEFORE

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We are still using the same Belt

WHY?

Because it is the only perfect transmission for a Motorcycle. *"The Belt that requires no Idler."* Transmission, combined with the many other talking and selling features, makes the Armac Agency most desirable, for a demonstration of Armac's Power, Quiet, Comfortable Riding Qualities is all that is required to get Repeat Orders.

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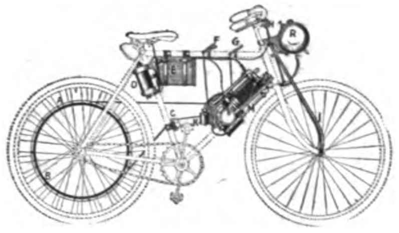
Convert your Bicycle into a Motorcycle

Clement Motor 1¼ H. P.



Weight 20 lbs. Speed 30 Miles Per Hour

For $65

Our Motorcycle Equipment, consisting of everything complete to convert any bicycle into a motorcycle, price, **$65.00**

We guarantee these Motors for one year against any defect in workmanship or materials.

Motor Complete with Carburetor and Muffler, $35

Write for Catalogue Today Immediate Deliveries

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Gentlemen—We have used your paper as an advertising medium and we find that it has paid us very well. We are now starting our fall campaign, and our first move is to resume advertising in Motorcycle Illustrated. We enclose you copy for one-quarter page for your September 15th issue.

Very truly yours,
Crownshield & Burlinson.
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Mister Maker and Seller— Don't You Want Some Of This?

After Shaving use

MENNEN'S

BORATED TALCUM TOILET POWDER

and insist that your barber use it also. IT'S ANTISEPTIC, and will PREVENT any of the skin diseases often contracted.

A positive relief for SUNBURN, CHAFING and all afflictions of the skin. Removes all odor of perspiration. GET MENNEN'S—the original. Put up in non-refillable boxes, "THE BOX THAT LOX." Sold everywhere or mailed for 25 cents. *Sample free.*

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Motorcycles

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A Single-Cylinder STOCK Machine made this Record at Point Breeze Races, Philadelphia, Pa., May 23, 1908

5 Mile Novice Race: L. Steinhauser, First Place
10 Mile Australian Pursuit Race: L. Steinhauser, Second Place
10 Mile for Stock Machines: L. Steinhauser, Second Place
25 Mile Open-to-All Race: L. Steinhauser, Fourth Place

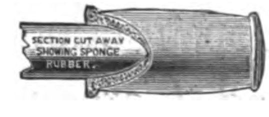
The Machine You Will Eventually Ride

Bradley Motor Co., 268 Diamond St., Philadelphia, Pa.

To the Buyer of a 1908 Motorcycle

To make Riding Comfortable

YOU MUST USE



SECTION CUT AWAY SHOWING SPONGE RUBBER.

Mattson's Sponge Rubber Grips

If not regularly furnished on your new mount, specify them when ordering and get them without extra charge

INSIST ON HAVING THEM

No other Grip can take their place to avoid "THAT NUMB FEELING" in hands and wrists

All up-to date manufacturers ~~are using them~~. Leading jobbers everywhere carry full line

MATTSON RUBBER COMPANY :: LODI, N. J.

THE PERFECT TRANSMISSION

Try
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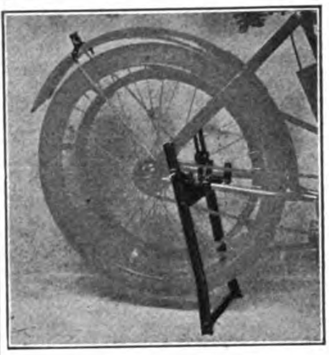
RUBBER BELTS

Conform perfectly to the smallest pulley
Do not steal power from the motor
Do not slip—Do not break
And afford the cleanest drive in existence
— WEATHER PROOF —

N. S. U. MOTOR CO., 206 West 76th St., **NEW YORK**



Patents Pending.

WHAT YOU HAVE BEEN LOOKING FOR
O. M. C. Motorcycle Stand
Weight only 3 pounds 9 ounces
Price, complete, $3.50

FEATURES: Rear wheel can be removed without interfering with Stand. Easily attached. Handsome in appearance. Light and compact. Locks automatically up or down. Made of best steel throughout. Released by the foot. Operates from one side. Having no separate legs, cannot get into the spokes.

Clamps of new design, having two point contact on frame, which eliminates all danger of tubing crystalizing. Quickest operated. Beautifully nickeled and enameled in Black and Indian Blue.

Specify make of machine when ordering
Manufactured by
Oberwegner Motor Co.
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Manufacturers of Motorcycle Accessories may profit by use of Whipple's List of
"LIVE WIRES"
comprising the correct names and addresses of more than 2,100 persons, all Owners or Prospective Purchasers of Motorcycles and Accessories.
Many Dealers included in the List

Motorcyclists, send for our Price List of motorcycles, new and Second Hand — also of Sundries and Accessories

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MOTORCYCLE ILLUSTRATED

Vol. III November 1, 1908 No. 15

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MOTORCYCLE ILLUSTRATED

Vol. III. No. 15 Nov. 1, 1908

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MAKERS GET TOGETHER

MOTORCYCLE MANUFACTURERS' ASSOCIATION FORMALLY ESTABLISHED AT DETROIT MEETING—GEORGE M. HENDEE ELECTED PRESIDENT—CONSTITUTION AND BY-LAWS ADOPTED

At a session lasting from ten o'clock in the morning till four in the afternoon, with but one short intermission for luncheon, the Motorcycle Manufacturers' Association was formally organized and duly launched on the sea of its endeavors at the Hotel Tuller in Detroit, Mich., on Tuesday, October 20. With a representative gathering of the largest makers in the country present, a constitution and by-laws was adopted, officers were elected, and preliminary steps were taken toward mapping out the course the association would pursue in advancing the interests of the industry. Those present when the meeting was called to order were: George M. Hendee, Hendee Manufacturing Company; W. T. Marsh, American Motor Company; W. F. Remppis, Reading Standard Company; J. D. Hurley, Aurora Automatic Machinery Company; F. C. Robie, Excelsior Supply Company; C. E. Becker, Auto-Bi Company; Arthur Davidson, Harley-Davidson Motor Company; Percy P. Pierce, Pierce Cycle Company; G. M. Hornecker, Hornecker Motor Manufacturing Company.

This meeting had been decided on when the preliminary gathering of the makers took place in Buffalo on September 15. A constitution and by-laws committee was appointed at Buffalo, and the report of this committee was the first thing taken up when the members were called to order in Detroit by Chairman Remppis. The work of Percy P. Pierce and his colleague on the committee, J. W. Van Allen, was so well along that after some little discussion, changes and additions, the constitution and by-laws were adopted. In them it is provided that the initiation fee and annual dues shall be twenty-five dollars, and that bona fide importers are eligible to membership in the association. In addition to the objects and aims, as set forth substantially as reported in these pages following the Buffalo meeting, the constitution arranges for quarterly meetings to be held, respectively, on the third Wednesdays in January, April, July and October. The July session is to be the most important, when the annual election of officers will take place.

Following the adoption of the constitution, officers were elected to supersede those selected *pro tem* at the Buffalo meeting. The desire to have George M. Hendee at the head of the association had been expressed by every one present, and when his name was put in nomination by Chairman Remppis it was greeted with acclaim. His election was unanimous. William F. Remppis was chosen to fill the chair of Vice-President, Fred C. Robie as Secretary and Percy P. Pierce to the Treasurer's office.

Then discussion became general; everyone had some views to air or point to bring up. Many subjects were touched upon, and communications from several other manufacturers who desire to join and further the objects of the organization were read. Among the latter was one from Edward Buffum, who was the temporary Secretary, in which he pledged the support of the newly formed Merkel-Light Motor Company. It was owing to affairs connected with the recent Merkel-Light consolidation that he was unable to be present, which fact he regretted.

The object of the association is to promote the general good of the industry, and in the discussions it was plainly stated that prices, discounts and other affairs of more individual nature would be strictly tabooed in the efforts of its officers and committees. Among other things the show matter was gone into. The report of the committee, selected at the preliminary meeting in Buffalo, was read and the results of its work were commended. A vote of thanks was extended to E. L. Ovington, F. P. Prial and Joseph Goodman, who had assisted the show committee in its efforts.

A publicity committee was appointed, and the matter of engaging a press agent to further the news end at the coming shows was referred back to this committee. There was some little discussion in this regard, as there was a feeling that publicity matters should be handled by an experienced man, especially around show times. It was thought a good scheme to recommend someone to the show management, or, if necessary, engage a man for this service. In the meantime, Secretary Robie was instructed to notify class papers what is being done.

One other subject was brought up for discussion—that of uniform agency contracts. The advisability of adopting such a contract was debated at some length, and while most of those present seemed favorable, the matter did not get to a point where a motion was made. Before adjournment it was decided to hold a special meeting in Buffalo, at the Hotel Stattler, on November 20. Following the meeting, the members were rounded up by the genial Philp, sales manager for Morgan & Wright, who carted them off in automobiles to the newly constructed Morgan & Wright factory, where he proceeded to do the honors. The motorcycle men were shown just how M & W tires are made, and the processes of tire construction were carefully gone over.

ECONOMIZING GASOLINE

By THE DOCTOR

ECONOMIZING gasoline isn't just a matter of knocking a few cents off the cost of a century run. When there is liquid gasoline knocking about the outside of the carbureter your engine is running hotter, developing less power and making more noise than it should; consequently there are technical as well as financial reasons for seeing that the details governing an accurate supply of gasoline to the carbureter are just so.

The first points are simply concerned with economizing cents and avoiding danger from fire, namely, by ensuring that the two cone joints on the feed pipe don't leak. Gasoline being absolutely invisible on plated metal, such leaks are far commoner than is supposed, and are often responsible for those mysterious conflagrations which every now and again reduce some unlucky machine to cinders. In this connection it is very important to see that if gasoline leaks from the carbureter it cannot drip on either the muffler or the commutator; if it does, a fire is certain to occur sooner or later, and may be serious. This arrangement is bad design, but samples of it exist. A neat tin shield may be fitted as a precaution.

We now come to defects which interfere with good running, as well as wasting the gasoline. The commonest of all these is skipping of the float needle, due partly to engine vibration, but more particularly to road vibration. A 3½-h. engine ought to do 100 to 120 miles to a gallon, and a 5-h. twin at least eighty. A rider finds his machine is not running up to this mark. He takes out his float needle and grinds off any shoulder on its point. If this does not produce economy he lies down under the contented notion that either his engine or his vaporizer is extravagant and past praying for. But if when his machine is hopping some over an undulating surface, he stoops down and puts a finger on the cap of the float chamber, it's long odds that finger will stink of wet gasoline, and if he runs the engine at speed, with the machine on the stand, he will find the float cover swimming in gasoline, in spite of the needle valve being a good fit.

That needle is very light, and each shock from road or engine sends a shiver up its spine, causing it to hop off its seat and pass an excess of gasoline. In time all carbureters will come to have Λ needle valves, instead of the standard V, when this tendency will be checked, through vibration and float counteracting instead of cooperating as at present. Meantime the question is how to keep the needle on a V seat. If the top of the float needle has a screwed cover cap, Fig. 1 provides a sound cure, reduces the gasoline bill 20 per cent., and keeps the engine cool and quiet. If no such cap is fitted, a light bridge piece may be sweated to the knurled cap of float chamber, as in Fig. 2. In either case the adjusting screw must be locked at such a height that the needle has only just room to lift. Then as soon as it hops, it hits the check screw and is knocked back down into its seat.

The next point is to see that no gasoline runs from the foot of the spray chamber when machine is standing idle on a flat surface, propped up vertically, not tilted nose downward on its legs. If there is a leak it is due either to the level of the gasoline being too high in the jet or to the needle valve needing grinding into its seat. If needle tip is a clean run V, without any shoulder, take off cover of the spray chamber, with carbureter in place on the machine (it is no use testing levels with entire vaporizer detached and leveled up on a bench, as level on machine may not be true; but, of course, properly designed and fitted, the vaporizer is dead level, and set across the machine, not lengthways, so that road grades do not spoil the leveling up of float and spray chambers).

For easy starting and pleasant road work the gasoline ought to rise up to just below the nozzle of the jet; say, one-sixteenth inch below the lip. The level is altered by sliding the collar on the float needle either up or down, according to design of float system. The needle is usually a driving fit on this collar, and is easily tapped backwards and forwards through it. Jets are mostly so fine that capillary action fetches the gasoline up and out on the top, even when the true level is set one-sixteenth inch below. This capillary action makes it very tricky to spot the exact level. Consequently I generally aim at just getting a bead of gasoline on the tip of the needle, a bead so small that it never wells right over to run down. Some vaporizers have substantial jets with screw-in rose nozzles. With these the true level is simple to find, as there is no capillary action when the rose is taken out.

These two adjustments bar out superfluous gasoline as strictly as is possible. It now remains to see that we are feeding the right proportion of air. Insufficient air spells a hot engine, coating of the combustion chamber and valves with a fine black carbon deposit (much smoother than over-oiling deposit), and quickly pits the valves. The test for sufficient air is to find out if, when the engine is running on full ignition advance and full throttle on the hottest day in summer, she just weakens perceptibly when the air is opened to the furthest notch. If she doesn't weaken a trifle it is pretty certain she will do with a bit more air. This is almost always true of twin cylinders. A good twin, buzzing along at 2,000 revolutions a minute, will drink almost pure air. If more air is required, the puzzle is where to get it from. It's no use enlarging the holes at the foot of the spray chamber, as there is no shutter to close these with, and that would mean too much air at starting.

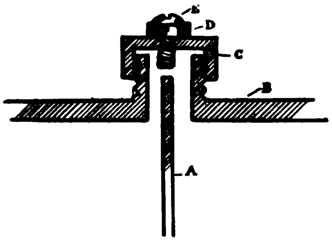


FIG. 1.

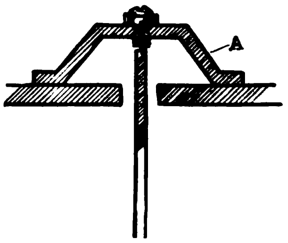


FIG. 2.

Therefore, with a single-cylinder machine, try one of the following dodges: Enlarge the extra air holes a trifle till the above test shows a weakening sensation; if this is impossible, fit a next size larger choke tube—if your vaporizer contains a detachable choke tube. If neither of the above modes is open, ream out the jet the merest trifle, but this should be the last resort, as makers know what size jet suits their engine best. With a twin-cylinder you want to be generous, and the best tip is to cut out a hole in the inlet pipe just above the throttle, say, 1 inch x ⅛ inch, and fit a loose steel clip, such as is used for covering oil holes in pedal spindles, around the hole for temporary closing purposes.

Still another annoyance may remain to be dealt with, and is often responsible for excessive gasoline consumption on automatic inlet valve engines. Whenever the engine is running fast, a fine spray of gasoline will be felt if the hand is held over the spout collecting extra air from the back of the cylinder. This fault has been known to make a 3½-h. machine swing off five gallons of gasoline in a century spin, and any one afflicted with a jigger like that will want to make it to take the pledge quickly, for it won't climb grades or keep cool when it's on a booze of that kind. The inlet valve is the cause, and no adjustments of the carbureter will cure the trouble, though if any of the above adjustments is badly wrong, they can help to make things worse. The inlet valve must be taken out and cleaned thoroughly, also ground in, if pitted. Then the lift and spring must be verified. A good average lift is three-thirty-seconds of an inch. The spring should be so strong that the engine can just open it to get started. Weaker springs than this allow the valve to "chatter" at high speeds, when blowing back takes place down the pipe and wafts the volatile gasoline out at the air intakes.

All the above adjustments spell several hours of patient labor, but they are worth it. Many a 3½-h. is only doing seventy miles to the gallon; many a 5-h. drinks its gallon of gasoline every fifty miles. The English Tourist Trophy race is run on a fuel economy basis, and it has proved that a 3½-h. can average forty miles an hour at a consumption of 100 miles per gallon, while twins up to 7-h. require no more than one gallon for eighty miles at the same speed. For touring speeds the consumption should be reduced considerably below these points. Apart from the danger of fire wherever leaks or spraying is present, there is a distinct economy in money to be made by careful adjustment, as well as reduction of exhaust noise and improved coolness of running.

SOME HINTS ON THE CARE OF CHAINS

By F. B. WIDMAYER

EVERY form of motorcycle power transmission has its own special advantages and weaknesses. Chain, belt, friction or gear—none are perfect. Belt drive is no doubt more smooth at low speeds than a chain is; chains are more efficient, and at ten miles an hour or over run just as smoothly as belt does. But it is not my intention to enter into the relative merits of different forms of transmission apparatus. I want simply to impress on the minds of riders of chain drive machines some pointers that will aid them in the care of their special means of conveying the power of the motor to the driving wheel.

To sum it up, all in all, lubrication and adjustment are the two things that must be looked out for. If these are properly taken care of and the following hints followed, the life of a new ⅝-inch roller chain should be at least 2,000 to 2,500 miles, and long chains should be good for 3,500 to 4,000 miles.

For convenience, and to facilitate road repairs, chains should be divided into four equal parts, each with a master link. Carry one complete extra section of chain in the tool bag; then when a break occurs, take out the section that has snapped and put in the extra one from the tool bag. The broken portion can then be carried home, where vise, files and tools are handy, and repairs can be made at your leisure.

Keep all chains properly adjusted, and especially the short motor chain. They should not be slack, but just tight enough so they do not bind.

Every 500 miles take off chains, clean thoroughly in kerosene or gasoline, then put them in a shallow tin pan, with a mixture of mutton tallow and flake graphite, and bring to a boil over the fire for a few minutes. There should be but a tablespoonful of graphite, or when this is not available, ordinary cylinder oil will do, and only enough of this mixture is necessary to just cover the chains as they lay flat in the pan. Then take them out, hang up to allow the tallow to drip off, and replace on the sprockets. Chains so treated will run as sweetly and nicely as a belt, and their mileage capacity will be greatly prolonged.

Do not put a new chain on old or badly worn sprockets. Put on new sprockets, as the lost motion or back-lash between new chain links and worn sprocket teeth will soon stretch and wear out a brand new chain. As the rivets, etc., are case hardened in a chain and a file will not touch them, when necessary to make a repair on the road use a small, flat punch, lay chain over an opening such as in a nut or some piece of metal with a hole in it, place punch on rivet and a few sharp blows with a hammer or stone will quickly knock out the rivet. A broken link can be taken out this way much more quickly, and a better job can be made of it than by filing the rivet head down.

In coupling chains, draw the ends together over the large sprocket, the teeth of which will then hold the links in position while the connection is being made. The short motor chain is adjusted from the bottom bracket eccentric; long chains by the rear wheel chain adjusters.

Reverse long chains frequently, as that on the power side stretches faster than the pedaling chain. Frequently a chain will be either too long or too short to take out a complete link or to put in a new one. In this case use an offset, or half link, which is very handy and made for this especial purpose.

When starting a chain drive machine, it should be pedaled from twenty-five to fifty feet, enough to get up a speed of four or five miles an hour, before the power is applied. Even then the pedals should be used for a few turns to gather sufficient momentum.

If your chain breaks continually, links, rivets, etc., about all worn out, buy a new one. It is cheaper and much more satisfactory to do so than to keep putting in new links.

When riding in the rain or over muddy roads, watch the chains carefully. They have a tendency to tighten up under these conditions, and are more liable to snap or break.

When you buy a chain for a motorcycle, get one of good quality. Get one that has a maker's reputation behind it—not a cheap bicycle chain.

Be sure eccentric bolts and nuts are tightened firmly after adjusting short chains from the eccentric.

Don't let chains get stiff and rusty through want of cleaning and lubrication. If you will give them a little common sense care you will have little or no trouble, and will find the chain a very efficient drive or transmission.

Be sure to have your compensating or friction sprockets properly adjusted, not too tight nor too loose, but just so the motor will race for a few seconds in starting till she takes hold.

If the long drive chain is broken on the road and you have no extra links to repair it, change the pedaling chain over onto driving side. The machine can then be started by running alongside and jumping into the saddle; but be very careful in your riding, as, of course, your coaster brake was put out of use when the pedal chain was removed. This is a court of last resort, and should not be visited until all other methods of repair have been tried and failed.

CONSUL ALBERT HALSTEAD of Birmingham, England, reports that the selling season, which ended about the middle of July, was disappointing to the manufacturers of automobiles and bicycles in the United Kingdom, but that a growing demand was felt for motorcycles, and that the concerns making them had had a good year. In fact, several new firms are about to engage in the manufacture of motorcycles because they believe the future for them is very promising.

ECO[illegible]CARS AND DELIVERY [illegible]TACHMENTS

[illegible] series [illegible] articles on the subject by B. H. Davies, George W. [illegible]man, Earle L. Ovington, and others

ECONOMIZING [illegible] ing a few [illegible] there is liquid gasoline [illegible] of the carburetor [illegible] ing less po[illegible] consequ[illegible] sons fo[illegible] ply of g[illegible] Th[illegible] cent[illegible] that [illegible]

[illegible] AND LIVING TRICARS

A DIP INTO HISTORY

By B. H. DAVIES

[illegible] an excellent chance [illegible] handy little passenger [illegible] England have already [illegible] cycle of development in [illegible] of it, with the result [illegible] at a standstill in both [illegible] so, in view of the dead [illegible] against them. The tricar is [illegible] vehicle. It was evolved by J. van [illegible] on the basis of the old Humber [illegible] The English makers wrested the [illegible] ran riot over it. They made [illegible] the tricar devotees, and scored [illegible] There is a bull to be scored with the [illegible] been scored yet, and these notes are [illegible] it.

[illegible] was the production of light, separate [illegible] could be bolted on to any existing motor-[illegible] were first sold in 1902, the machines of [illegible] too good, especially up hills, and [illegible] of wheels and an extra passenger were [illegible] them, they were a darned sight worse. This [illegible] an early death, though every now and [illegible] still met with in the flatter countries. They [illegible] weak on hills.

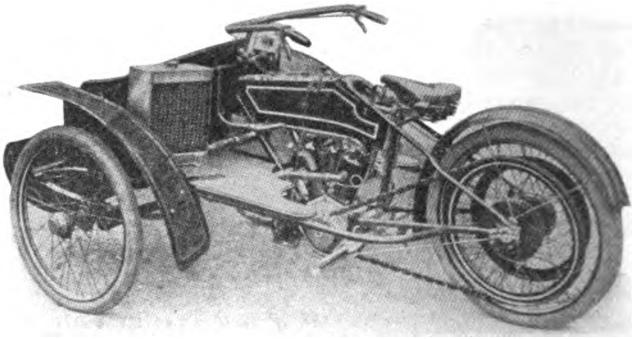
[illegible] No. 2 was a shortsighted effort to get a better [illegible] The early tricars would not climb hills. Very [illegible] the trade, we'll shove a two-speed gear onto [illegible] No sooner said than done, and some very cute no[illegible] in the way of foolproof gears were evolved with re[illegible]kable rapidity. But Ichabod, Blankety-blank, and W[illegible] one, no sooner was the low gear slipped in than the engine roared itself peachcolor, warped its cylinder, burnt [illegible] in the valve faces, and so on. "All right," quoth the [illegible]de blithely, "we'll fit watercooling." This was easy. But by this time the total weight had risen to four or five hundred pounds, instead of one and a half, and this huge bulk of metal was bumping up and down on a frame practically destitute of springs. Result, all the nuts fell off, and underscreens had to be fitted to catch them; the strength of every bolt and stay had to be doubled—more and more weight, 'till at last some genius hit on the idea of springs.

Simultaneously, a cute individual in search of a talking point for his catalogue and travellers, incurred the notion of fitting a walloping big engine. The idea leaked out, and though the Stanley Show was only a week or two ahead, the rest of the trade rushed 'round in a frenzied way buying up huge two-cylinder engines, which they dumped down into their show chassis, propping up their weak parts with a few billets of wood, neatly clad in red carpeting. The Show opened, the wicked speed-loving public threw out its chest in glorious anticipation, and ordered 9h., 12h. and even 16h. tricars whenever it could get them.

Consequently the unfortunate makers were loaded up with orders for hundreds of tricars, when they had not even got one decently figured out in the draughtsman's office. Orders had to be supplied and the roads were presently stiff with machines hastily chucked together and full of faults that cried aloud to heaven. "What Speed!" cried one, and "What Springing!" cried another, till presently the much-tried back tires began to bust. Then it was discovered that if the rear tire of a tricar, fitted with semi-elliptical springs astern, became deflated, it put the steering completely out of action, and though the unfortunate driver might be careering along at forty miles an hour, he had to choose between steering and not steering. If he steered, the tricar promptly turned turtle, and pommeled him till it lit his funeral pyre in the roadway. If he didn't steer, it presently hit something conveniently adjacent, which something might be a ditch, a stone wall, an electric car or a precipice, according to circumstances.

Consequently, the great British public cannot now hear the mere word "tricar" without a distinctly eloquent sniff; and its hand remains buried deep in its trouser pockets, with its surplus cash tightly gripped therein.

The designer's field is now still more limited, as there are several really excellent small cars on the British market at $650 or thereabouts, cars which give no trouble, and will go absolutely anywhere. They are a lot slower than the big tricar, but the affinity is out of reach on a tricar, and she doesn't like your spitting down her ear, when you want to whisper soft nothings against a forty-mile-an-hour wind, nor does she like the "prump-prump" of a five dollar hooter against her tympanum. Consequently, if there is a matter of $700 in the stocking, she plumps for the slow little car every time. Thus the top price of a successful tricar has to be kept down to $400, and even then the second season voiturette, picked up in good condition second-hand, is a formidable counter attraction. Still, $400 tricars are now being made, and if popular prejudice is killed, they will again enter on a large vogue. They have two speeds forward, no reverse; 5-h. fan or thermo-syphon cooled en-



A POPULAR ENGLISH MODEL, THE REX LITETTE.

gines; rigid frame, with driver's seat separately sprung; passenger doubly insulated by springs beneath the frame and "Cee" springs under the chair; magneto ignition, and so forth, the total weight running up to perhaps 400 pounds, but not above it. American riders and manufacturers should digest the above facts. A successful tricar has got to find a niche in the price list about halfway between the best motorbikes and the cheapest go-anywhere gasoline buggy; and the first essential to the successful production of such a vehicle is to get the springing right.

PRESENT DAY ENGLISH TRICARS

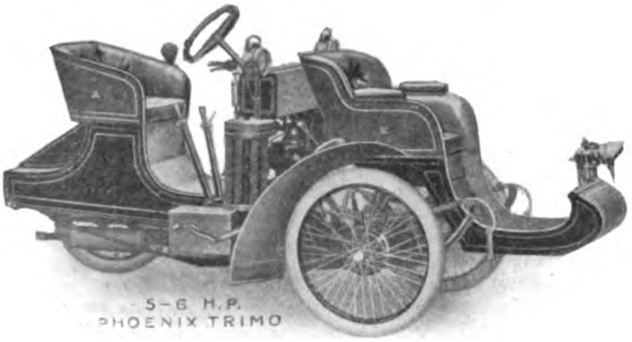
In 1904 J. van Hooydonk produced a two-speeded air-cooled tricar, which put up some very smart performances. It was often seen starting from rest in the thickest city traffic on its clutch, and when at last it carried 325 pounds up the favorite automobile test hill at Westerham, in Kent County, everybody wanted to invest. The result was a huge boom in three-wheeled motorcycles, of which some sixty samples were on view at the 1904 Stanley Show. Between then and now perhaps another sixty types have been marketed, and of these 120 different machines the half dozen or so described below are the sole survivors enjoying any real vogue. If you take a hundred mile spin on a main English road, you will perhaps encounter some twenty motorcyclists trotting their best girls around in an affinity chair; the tricar will either be one of those described below, or else some ramshackle wreck resuscitated from the dusty recesses of a slaughterhouse by some poor chap who is not making enough money to get anything better.

The other hundred odd tricars are defunct not because they had only three wheels instead of four, but because they were unreliable, because the cutest rider could not rely on getting more than one century nonstop out of any sample in its whole lifetime; and the reason of this was bad springing, pure and simple. A vehicle with three tracks running over roads made for and used by two-trackers is in the same hole as a married couple trying to sleep in a bed in which some solitary individual has snoozed from time immemorial. They can't find two comfortable depressions in the mattress. Neither can a three-tracker find a cosy line on a two tracked road. Hence the best of springing is essential to a successful tricar, and few there be that find it.

The Rex Litette.

The Rex Litette would hardly be called a tricar at all in England, since it is built on cycle lines, and not on automobile lines. It is a glorified edition of the motorcycle-with-forecar combination. For instance, it has a diamond frame, cycle tanks, V cycle engine in the cycle position, cycle handlebars, and direct steering. Where it makes good over the forecar attachments is in springing and hill climbing. The springing consists of long elliptical springs between the frame and front axle; "cee" springs under the affinity chair; and though the rear frame is rigid, just like that of a cycle, yet the driver is insulated from road vibration by means of a patent cantilever, worked against strong coiled springs, on which his saddle is mounted.

Thus, if the back tire misbehaves and goes pop, the whole machine can be easily brought to rest in a dead straight line. The outfit is also a great improvement on forecar attachments when stiff hills take the passengers a bit nearer heaven than usual. Freedom from overheating is no longer sought by means of a special low compression engine; the V engine has watercoooled cylinders, and at the front end of the footboards, just abaft the chair, are mounted two large nests of honeycomb radiators, airing the water on the syphon principle. Further, the rear hub is distinctly novel in construction. Instead of the hub revolving on balls round a fixed spindle, the hub is solid with the spindle, and the spindle itself revolves on plain bearings carried in the rear fork ends. It also comprises an epicyclic gear, affording two forward speeds. Transmission is by a linkgrip belt of large section. With this stretch is impossible, as each link has a steel plate as its central vertical section, with V shaped sidepieces of rubber. Slip is therefore the only fly in the ointment, and this may be avoided by keeping the belt clean and "dressing" it regularly. This machine sells at $375, and costs little more to run than a motorcycle. All other types of 1908-9 tricars are on car lines, and are not new patterns, like the Litette, but the toughest of the old 1905 and 1906 bunch.



A MEDIUM WEIGHT MACHINE, PHOENIX TRIMO.

The Medium Class.

Every tricar in the remaining classes is on automobile lines, with open frame, coachbuilt body fore and aft, separate gearbox, side levers for gears and brakes, pedal control of clutch and emergency brake, and steering wheel control of ignition and carburation. Even in these tricars there are two classes—the 5-h. type, scaling 4½ cwt. or so, and selling at $400 to $500, and the 9-12-h. type scaling anything up to 10 cwt. and figuring in the catalogue at about $750. In the medium class there are the 5-h. Phœnix and the 5-h. Riley.

The Phoenix Trimo is original in all its details. The fore springing is like that on the Litette, but the rear springing consists of double semi-elliptical springs, carried in hornplates, which practically confine the spring motion to the vertical plane. Some tricars have not got these hornplates, and are regular jellybags, swaying in all directions, especially on curves. One manufacturer took an enquirer for a trial run, and told him he'd find the sensation more like sailing than motoring. "Guess I do!" retched the victim, calling for a basin when they stopped. Hence these hornplates.

Other tricars encountered trouble with their small cone clutches, so Hooydonk rapidly evolved a plate clutch, which will stand any amount of slipping. With such a small engine as a 90x100mm. (Minerva) single cylinder, you can't afford to drop 60 per cent. of the power overboard on your way to the driving wheel, so a straight through drive by means of two chains is employed, passing through an epicyclic gearbox on the countershaft. The steering is also unique. In the old days it was direct until Hooydonk was coming down Birdlip Hill one day when he saw something sprinting on ahead. Concluded he'd have a scrap with the mysterious object, and found it was one of his front tires. Meantime the machine had developed symptoms of D. T. and refused to toe a chalk line, wandering from one side of the road to the other, peering into the ditches, as if it was looking for buried treasure. To fit an automobile steering gear box would have raised the price some, so Hooydonk fitted a small sprocket on the heel of the steering column, ran a light chain to each stub axle, and fitted two tensioning jockeys and some springs to keep it taut. This gives a beautiful control. When the tricar is at rest, you can put the helm hard over with one finger. The engine is carried low, and siphon cooled by two side steeples of gilled tube, set just where the draught past the chair catches them nicely. This machine started from rest on a 20 per cent. grade with two up in a hill trial last year. Its sole fault is that the rear tire takes some getting at, consequently a slipjointed tube is fitted.

The 5h. Riley is on automobile lines of English fashion. The engine is almost under the driver's seat, leaving bare room for a short chain to the gearbox, and a longer chain thence to rear sprocket. The clutch is on the crankshaft, plain leather to metal cone type; the gearbox gives two forward speeds, always in mesh, on the sliding dog clutch principle. All the ignition and carburation details are grouped around the engine. only a wire to the switch on steering wheel emerging from the compact mass; but everything is rapidly accessible, as the seat turns back over on to the road, being stoutly hinged.

The Heavy Class.

The heavy class would wake up American tricars some. They go almost anywhere on top gear. and swoop up long stiff grades at forty miles an hour. They have all got reverse gears too, and edge backwards out of tight corners like a fighting man who's just had a smasher on the mark, but they can't be steered dead straight on the reverse. The chief trouble with them is tire eating. The rear tire is usually steel-armored, of three-inch section, but it is seldom good for 1,500 miles, and when it busts, the driver has to meditate with the spark right smartly. If he tries to steer, the outfit promptly turns turtle; if he lets her have her own way, she will begin trespassing around the neighbor's fields till she hits something thick. It is plain that if a three-inch tire gets wrenched out of its rim, and drags on the road, it will force the machine's head round to the other side: and then there is just time left to think over your past life as you fall down the precipice or puncture a twelve-foot wall. This fact, added to the high price of these projectile tricars, has thrust them out of fashion, though they are still being made, because they give you the speed capacity of a flying sixty at the price of a cheap buckboard.

There are three main examples of this class, the 10-12h. Lagonda, and the 9h. Singers and Rileys, the last two being sister machines of similar design. All three have double elliptical springs fore and aft, geared wheel steering, full coachbuilt seating, pedal and side lever control; in fact, barring the absence of a differential axle and the fourth wheel, they are full size automobiles in all respects. The Riley and Singer are particularly cute, and are regular snorters up hills; it takes a 40h. automobile to live with them. All the machinery is compactly massed under a hinged driving seat. The engine and gearbox are set side by side, with a coupling joint and leather cone clutch between them, also a sprocket, from which a single chain goes direct to the rear wheel.

Thus an absolutely direct drive on top gear is assured, and practically the last ounce of power developed is fed straight to the driving tire. The gearbox is unique, affording three speeds and reverse. All the gear wheels are permanently in mesh, but require locking to their shafts by dog-clutches. These dog-clutches are each fitted with a spring trigger, and all four spring triggers are held out of mesh by a sliding bar passing horizontally through the top of the gearbox. The gear-lever pulls this bar to and fro, and cut in its edges are four nicks. When any spring trigger is allowed to snick into a notch, it pulls the dog-clutch of its gear wheel home, and locks that particular gear. This gives a change as easy as slipping a knife through a pound of butter. In fact, when a Riley driver changes speed, he doesn't use his hands at all to shift gears. He just taps the clutch pedal with one toe, and kicks the gear-lever on a notch with his other toe, and the new gear snicks in at the correct moment. Missing a change is impossible. A ball thrust centrifugal pump is actuated by a dog-clutch off the distribution gear, and drives the water around a nest of radiators under the affinity chair at the rate of 4½ gallons per minute. If it wasn't for back tire troubles, this type of machine would hum; as it is, too many people have seen them pirouetting over fences with burst tires, and their days are numbered.

The Lagonda is another first-class sample of the type, and has been employed for mail deliveries by the General Post Office in London with satisfaction. Its engine is carried forward, and the drive goes by a chain to a central three-speed and reverse gearbox of the usual sliding shaft pattern, whence a second chain completes the transmission. There is no pump on this machine, as the engine is low, and a huge nest of gilled tube radiators are carried in front of the steering column, and tilted back to follow its rake. This looks smart, and catches sufficient draught. The Riley, Singer and Lagonda companies are now busy with automobiles, and sell few tricars. Probably when the stock of parts has been worked through, they will not make any more; and all because of the dangers of a burst rear tire. Otherwise they are transferring their tricar ideas solid into the four-wheeled line, just adding on another hundred dollars or so for the extra tire, axle, and differential gear. A few riders are adding detachable forecarriages and topspeed gears to their motorcycles, but there is no big trade at present in these light combinations.

Made Pace For a Trotter

ONE novel feature of the fair recently held at Monroe, Wis., was the breaking of the track record for one mile by a trotting horse, Bonnie Steinway, paced by an Indian motorcycle ridden by Lewis Dodge. The owner of the horse, A. L. Charoo, of Pleasanton, Cal., was very doubtful about trying the experiment, as he feared his trotter would not work with the motorcycle, but as no running horses were to be had to act as pacemakers, he made the attempt, which proved eminently successful. To the surprise of all, the horse took kindly to his unique pacemaker and, starting with the flying machine at his shoulder, he stepped off the mile with great steadiness and smoothness, the fast machine being carefully regulated to meet the requirements of the occasion. At the end of the trial the clocks showed 2:09½ for the mile, beating the record for the track of 2:11, which has stood for some time.

Record Climb Up Newhall Grade

A REMARKABLE ride was made by "Dare-Devil" Derkum from Los Angeles to the summit of the Newhall grade, on Sunday, October 11. Carrying Frank Loge on a tandem attachment, he left West Twenty-fourth street, Los Angeles, and arrived at the top of the grade in fifty-five minutes. The automobile time for this course is fifty-nine minutes. This was Paul Derkum's first appearance on a motorcycle since the death of his brother, John F. Derkum, in the Agricultural Park races of September 9. He started at ten minutes past one and rode out Vermont avenue to Tropico, thence through San Fernando to Newhall. A remarkable feature of the run was that the machine, a single-cylinder Thor, made the climb up the grade with a hot engine after but a moment's stop to inquire the way at the foot of the incline. Derkum previously made a record of thirty-two minutes to San Fernando.

MORE RECORDS FALL AT DETROIT

Fred Huyck, on a 7-h. Indian sets new marks for the mile, both standing and flying start, and for the hour—all against time

It is not often that three stars of the first magnitude gather within the focus of the telescopic eye; but when they do, look out! There is bound to be something doing. This is what happened at Detroit on October 21 and 22, when Freddy Huyck, the "Chicago Hurricane," and Walter Goerke and Stanley T. Kellogg, two of the cleverest riders the East has produced in several years, got together with the express purpose of making the record tables look sick. They did it. At least Huyck did it, with the assistance of the other two. On big 7-h. Indians the trio circled the track so fast that the spectators were held simply speechless, while lap after lap was made that established new records for the hour, against time, all the way from the crack of the starter's pistol to finish of the sixty-one and one-fifth miles, by the little whirlwind from the Lake City.

The crown of glory is Huyck's, for the other two rode to the very best of their abilities, as is shown by the fact they were both in the same lap with the winner at the end of the hour. But before all this happened there had been other trials against Father Time, for the mile standing start and the same distance with a flying start. It took several attempts before his efforts accomplished the results, but Huyck finally lowered them both. He put the S. S. mark at 1.03 3-5 and the F. S. at 0.54 2-5.

FREDDY HUYCK IN ACTION.

The battle royal commenced on Wednesday, October 21, when the three crack riders, accompanied by "Jake" De Rosier and their big Indian racing machines, reached the oval State Fair Grounds track at Detroit late in the afternoon. It had gotten so well along toward evening by the time the motors had been limbered up that only mile time trials were attempted that afternoon. After a few preliminary laps to warm up Huyck was sent off for the mile, flying start. He crossed the line in :55 3-5 and on a second attempt did it in :55 2-5. Both these figures wiped out the old :56 1-5 mark.

Then the standing start time for the mile was tackled. Four times Huyck went after it, and the best he could do was 1:04 1-5. This time looked slow, so Kellogg took a crack at it. He fell behind to the tune of 1.06 1-5. Then "Jake" tried his hand. He fell short by another even minute.

The track was sprinkled over night and more work was done on it, with the result that on the following day, Thursday, it was lightning fast. The riders were out early, and despite the wind, at times fairly brisk, which blew up the home stretch, they declared that much better time could be made than was shown the day before.

Huyck again undertook to lower the standing mile mark, and on the first attempt he equaled it, 1.04 1-5. The second effort was a failure; but on the third trial he crossed the tape in 1.03 3-5. Then he went after the flying start mile time again, and on the first crack he bettered his own time of the day before by just one even minute, or 0.54 2-5. Kellogg made a trial at this record, but fell by the wayside. His time was 0.57 flat.

After a brief rest to recuperate and receive congratulations the trio lined up for what proved one of the most spectacular exhibitions ever witnessed. They got a good start, Kellogg slightly in the lead, with Goerke and Huyck close behind. For a quarter of a mile Kellogg held his lead, then Huyck overtook him, and, ride their best, neither of the other two boys could get alongside the Western lad again. He simply tore around the track and gradually drew away for a full lap. The first lap was slow, owing to the standing start, but as he warmed up to his work, the oval was circled faster and faster, till at seven miles the records commenced to fall. Thereafter new figures were set for every mile up to the sixty-first.

Huyck was forced to make a quick change from one machine to another because of the small gasoline tank on his first mount; but notwithstanding the fact that neither Kellogg nor Goerke stopped for an instant, he was fast enough on the turns to make up his lost time and at the end of the hour he was nearly a lap in the lead again. He covered exactly sixty-one and one-fifth miles. Kellogg had sixty and one-half miles to his credit and Goerke sixty and three-eighths.

A sanction had been granted by the F. A. M. and Huyck's times and mileage will stand as records. Although the other two riders were on the track—to take up the running if the leader dropped out—the records are against time, as only the winner was clocked. The figures recently established for the hour by J. Howard Shafer on a Thor machine at Los Angeles, will, therefore, hold good as competition records. He covered 56 miles 660 yards in one hour. Huyck's fastest mile was made in :54 2-5, the same time that he did in the earlier trials against the flying start mile record.

New Figures for the Hour—Made at Detroit (Mich.), October 22, 1908

Miles.	Time.	Miles.	Time.	Miles.	Time.
1	1:06	22	21:08 2-5	42	41:22
2	2:06 4-5	23	22:06	43	42:19 4-5
3	3:03 3-5	24	23:02 4-5	44	43:16 3-5
4	4:00	25	24:00 3-5	45	44:13 2-5
5	4:56 2-5	26	25:58 2-5	46	45:10 4-5
6	5:53 3-5	27	26:17	47	46:02 2-5
7	6:50 2-5	28	27:14 4-5	48	47:06
8	7:47 4-5	29	28:12 2-5	49	48:04 4-5
9	8:45	30	29:10 1-5	50	49:02 3-5
10	9:43 2-5	31	30:09	51	50:02
11	10:39 1-5	32	31:07 2-5	52	51:00 3-5
12	11:36 4-5	33	32:06 4-5	53	51:59 1-5
13	12:34 1-5	34	33:05 2-5	54	52:56 4-5
14	13:31 3-5	35	34:04 1-5	55	53:55 1-5
15	14:28 1-5	36	35:03	56	54:53 3-5
16	15:25 3-5	37	36:01 4-5	57	55:52 2-5
17	16:20	38	37:00 1-5	58	56:51 2-5
18	17:18	39	37:59	59	57:51
19	18:15 3-5	40	39:01 1-5	60	58:49
20	19:13 1-5	41	40:25 2-5	61	59:47 1-5
21	20:10				

FUN ON A TANDEM

BOTH W. H. Tannebring and Miss Gertrude E. Wilson of Worcester, Mass., are stanch supporters of the motorcycle tandem. They have used one for a whole season, riding it on all of the Sunday runs of the Worcester Motorcycle Club, of which both are members, and Mr. Tannebring's experience with it has been so satisfactory that he believes many of the riders who now follow the pleasures of motorcycling alone will be seen next year with tandems fitted and companions accompanying them on their rambles. That a second party always lends greatly to the real value of a trip through the country on a summer's afternoon goes without saying, but to get the young lady on the tandem in the first place is where the difficulty lies.

Mr. Tannebring had to do a lot of coaxing, even after he had the tandem fitted to his M. M. Special, before Miss Wilson would consent to try it. She said: "No! Never!" many times, but, womanlike, late one afternoon she changed it to "Yes." After the short spin that evening she needed no more urging, and she is now one of the most enthusiastic devotees of the sport in the Worcester club. As good club members should, they have taken in all the regularly scheduled Sunday runs, and earned a first class certificate on every one, which goes to show that it is a simple matter to handle two persons on a motorcycle. These certificates, by the way, are much coveted by members of the Worcester Motorcycle Club. The riders in each run are checked at several points, and it is only the perfect score men—perfect as to time schedule—who are granted the first class cards.

Following the run with their club fellows on Sunday morning, September 27, Mr. Tannebring and Miss Wilson, accompanied by another Worcester rider and his wife on a twin-cylinder M. M., took a trip of seventy miles. They visited all of the towns round about their home city, and at times brought the speedometer hand up to the forty mark. Such speed is not safe, however, says Mr. Tannebring, because there are too many soft spots and loose stones in the roads.

In three months of riding they have had only one accident that caused any damage. That was when the road was muddy and a dog rushed at them. In trying to kick the dog away, Tannebring threw the machine from under himself and Miss Wilson, which resulted in a broken pedal and a broken footrest on the tandem attachment. Neither rider was hurt in the least, nor in any other of the spills they have taken has the machine or its riders suffered any hurt. Tire troubles have not bothered. Both wheels are fitted with Goodrich tubes and shoes, and they have come through the season's use, over all kinds of going, good bad and indifferent, with hardly a scratch to show for it.

Of course, with the end of the riding season in sight, every opportunity to use the machine will be utilized. These two enthusiastic riders promise they will not again, as they did one Sunday, get a horse and buggy "for a change." It was too much of a change, the old horse was too slow, and they had not gone two miles before they turned about face for home and the motorcycle.

"Doings" at Milwaukee

AN informal dance and housewarming took place on Saturday night, October 24, at the Harley-Davidson plant in this city. The members of the Milwaukee Motorcycle Club had been invited by the company to come out and make merry, and incidentally to housewarm the new addition which had just been completed alongside the old factory building. Here more Harley-Davidsons will be turned out for next year, in fact, the new force of men and machinery will occupy the building within the next few days.

The Milwaukee Club has taken in new members at nearly every meeting since its reorganization last spring. At the meeting held Friday evening, October 16th, the awards were announced for the successful competitors in the Endurance Contest recently conducted by the club. Besides gold, silver and bronze medals, tires and other valuable sundries were given as prizes. Among other things worthy of notice the Empire Automobile Tire Co donated a pair of their motorcycle tires.

By the removal of the Merkel factory to Pottstown, Pa., the club has lost some enthusiastic members in Jos. Merkel, John R. Ball, Edw. Buffum, W. P. White and Robert Pieper. Although the Merkel plant has been consolidated with that of the Light, Milwaukee is still the home of four motorcycles. These are the Harley-Davidson, the Feilback, the Comet, and the Advance. Of these, the last named three are but locally known. The fact that all the motorcycles made in Milwaukee are belt driven, may, in a measure, account for the fact that the chain drive machines ridden in the Cream City may be counted on one's fingers.

On Saturday, October 10th, the Automobile Club of Milwaukee intended to hold some automobile races at the State Fair track. They would not give the motorcyclists any races, but when the time came, there were a goodly number of motorcycles on the grounds. The auto races turned out a grand fizzle, there being but six or eight machines to line up for the starter. After several impromptu races the crowd of spectators which had gathered became disgusted, some leaving for home. At this point some of the motorcycle riders obtained permission to run around the track a few times. Lacy Crolius was on the grounds, and when he saw the two-wheeled machines chasing around the track, he jumped onto his Harley-Davidson twin and came onto the track himself. With a flying start of half a mile he surprised the automobile men by covering the first mile under a minute. Excitement was what the people had been looking for, and the speed of the sneeze-bikes made such a good impression that the motorcycle boys have been promised a place on the program at the next automobile race meet.

The Milwaukee Police Department has recently added another motorcycle policeman to their squad to run down the speed fiends. The motorcycles have been such a help to the city that it intends to purchase twelve more next spring.

F. A. Bremer, city agent for the Indian and Merkel, has just moved into his new establishment at Seventh and North Avenues, where he will be better able to handle his growing trade. The new building is of reinforced concrete and has two main rooms, one a salesroom, and the other a repair department. Mr. Briemer is at present putting up a frame building at the rear, where he will have storage facilities for one hundred machines.

PHILADELPHIA'S motorcops are to be dressed in plain clothes from now on. Scorchers have been geting away from the police with such frequency because of their tell-tale uniforms that the Commissioner has ordered this step.

Ready for Championship Events

ALL plans have been carefully laid to make the F. A. M. National Championship races at the famous old Morris Park track in New York City on Election Day, November 3, worthy of the name. Five events have been scheduled, one at three miles for private owners and one a five-mile open, in addition to the national championship races at one, five and ten miles. The track has been put in condition in remarkably short time. And the chairman of the racing committee of the F. A. M. 1908 Meet Club, E. L. Ovington, has come forth with a plan for policing the course that is both novel and promising.

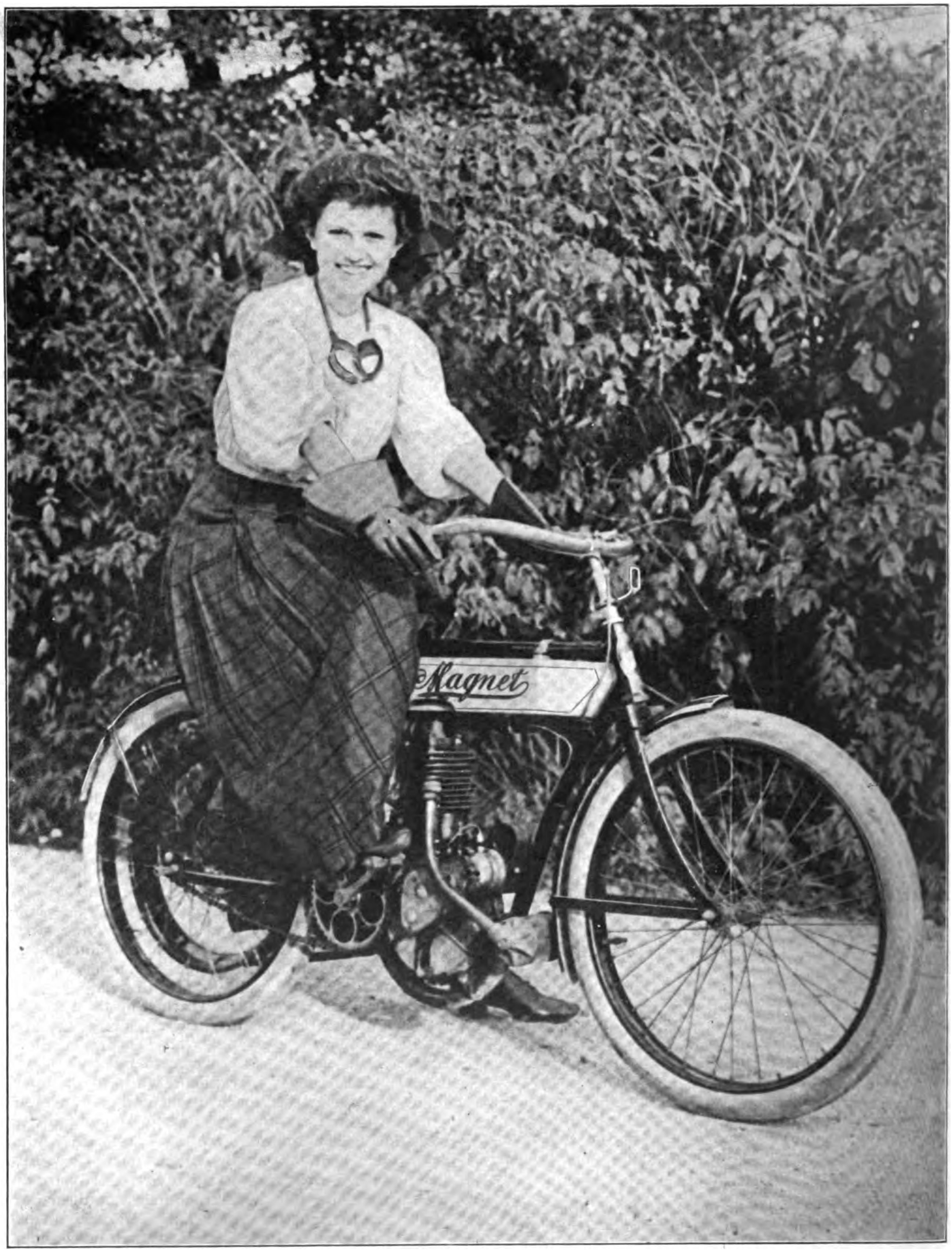
The championship events are those for which a sanction had been granted the 1908 Meet Club for the July 4th races at the Clifton Stadium. Owing to the construction of the six-lap track at Clifton, and the element of danger which pulled the entries down to only two or three riders in each event, the championships were postponed, and the Meet Club has held the sanction for them ever since. The opportunity to secure the historic track at Morris Park during the coming tournament of the American Aeronautic Society offered just the chance the Meet Club had been looking for all summer, and the following card is the result of the efforts of its officers in this direction. Event number one will be the F. A. M. national championship at five miles; number two is to be for private owners, single cylinder machines not exceeding 30.50 cu. in. piston displacement, at three miles; number three is the one-mile championship and event four the ten-mile, and event number five will be an open, at five miles, for all save the men placed in the championships.

This last race is planned to give owners of big, fast machines a chance against each other by eliminating all riders who have secured a place in the championships. There is only the one event where piston displacement is limited, and with a large entry, which has already been made, of the big machines there is sure to be some excellent racing seen. The track itself promises to be in splendid condition. Some ten days ago it was in shape for practice work and since then it has been rolled and sprinkled till it is in really excellent condition for fast going.

Ovington's plan for policing the track is an innovation. He has asked many of the riders in New York, Brooklyn and vicinity to be present on their machines, and has been assured of enough help to keep the track clear of spectators. The riders will be, in fact, special mounted officers, and their duties will be the same as the usual hired officers at a meet of this kind.

In addition to the motorcycle events there will be held a general Aeronautic Tournament. Among other attractions may be mentioned dirigible balloon races, aeroplane flights, kite flying experiments with man carrying kites, aeroplane gliders shot from a catapault, and other interesting experiments to illustrate the rapid development which has been made of late in the field of aviation.

The Morris Park track can be reached by train as follows: Take West Farms Express on Lenox avenue branch of the subway to 177th street. Thence by Morris Park avenue electric surface cars to the gate The Second or Third Avenue "L" can be taken to 155th street, changing to the Harlem branch of the New York, New Haven and Hartford Railroad, getting off at Van Nest Station. The route by road follows Fifth Avenue to right turn on 125th street, over the Willis Avenue bridge, right turn on 138th Street, left turn on 149th Street running into Southern Boulevard; thence on the Boulevard to right turn on Pelham Parkway. Turn right at east side of Zoological Park to track or continue on Parkway to right turn on Williamsbridge Road to Woodmansten Inn, which adjoins the track on the east.



MISS HAZEL TRUMPOUR, CHICAGO'S LATEST LADY RECRUIT, ON HER MAGNET LIGHTWEIGHT.

COURIERS AT THE VANDERBILT RACE

DID you witness the last running of the Vanderbilt Cup Race, on Long Island, October 24? Great, wasn't it? And did you see the way those motorcyclists tore around the course on their high powered machines? The way those men—there were fourteen of them—patroled the several sections of roadway between the telephone stations, back and forth at a fifty to sixty mile gait, and reported the delays and accidents to the racing cars was a revelation to most of the thousands of spectators that were there.

Valuable service was rendered by these motorcycle couriers. They were a picked corps of experienced men, mounted on high powered machines. It was the office of these men to patrol the race course between the telephone stations, ten of which were scattered throughout the length of the parkway and oiled roads that made up the course. If there was an accident the motorcycle courier on whose beat the mishaps occurred gathered full information and hastened to the nearest telephone station, which was connected direct to the grand stand. The couriers also reported details in the case of any stoppage of the racing cars upon the course, and at the same time kept a sharp lookout to see that the rules of the race were complied with. For instance, one of the rules stated that no work was to be done upon the racing cars except by either the driver or his mechanic, and the motorcyclists were instructed to enforce this rule. Furthermore, the couriers saw to it that the flagmen performed their duty and that they were properly spaced. At the grand stand three special couriers held themselves in readiness to perform any duty given them by the officials in charge.

One of the duties of the couriers at the main grand stand was to help the deputy sheriffs and Irish Volunteers to keep the immense crowd from pressing too closely upon the motor parkway. Mr. Vanderbilt and Mr. Thompson early in the race saw that the best way to accomplish this purpose was to keep the motorcyclists running at a high speed back and forth for a mile on either side of the main grand stand. The motorcyclists were instructed to drive their machines at full speed within two feet of the edge of the parkway and in this way prevent the crowd from encroaching upon the path of the racing motorcars. The couriers were able to accomplish this purpose in every case where the deputy sheriff and Irish Volunteers were not able to do so unaided. It was evident that the crowd had little respect for either the sheriffs or the soldiers, but they valued their own lives when they saw a motorcycle bearing down upon them at a speed of over fifty miles per hour.

Then at the end of the race, the winning cars were sent down to Bethpage, where three couriers took charge of them, saw that nothing was touched, and then escorted them back to the grand stand, where the technical committee of the racing board took charge of them. The work the couriers did was no fun in some cases. Out on the oiled sections of country road, where the course led away from the completed cement parkway, every time a car passed it threw up an awful cloud of dirt, oil and stones. There was no pleasure in riding after or passing an automobile going at a mile-a-minute clip or better on those roads.

The riders all acquitted themselves with honor and the Cup Commission has expressed its thanks for the volunteer service rendered by them.

The couriers were in charge of Earle L. Ovington, President of Federation of American Motorcyclists and Secretary of the New York Motorcycle Club.

Following are the men who comprised the special corps, and the machines they rode: Glen Curtiss, Curtiss; Edward Buffum, Merkle; Earle L. Ovington, F. N. Big Four; H. K. Allen, F. N. Big Four; F. W. Horenberger, F. N. Big Four; George Cochrane, F. N. Big Four; William Robinson, Indian; Le Roy Cook, Marsh-Metz; Henry Wehman, Curtiss; R. S. Morton, Indian; E. A. Shotwell, N. S. U.; A. G. Chapple, Indian; J. F. McLaughlin, N. S. U.; Dr. Thornley, Indian.

SADDLE POSITIONS: A PLEA FOR THE NORMAL

By EARLE L. OVINGTON

THERE seems to be a craze at the present time among motorcyclists to locate their saddle as far over the the rear wheel as is possible, and to extend the handlebars until they can be reached conveniently from this position. What might be called a more natural position, that is, where the saddle is located well forward of the rear wheel and the handlebars are of normal length, seems to be falling into disrepute among certain riders of the present day. Let us look at this matter analytically and endeavor to arrive at a conclusion as to which is the better position.

We must determine at the outset what the motorcycle is to be used for. If it is a racing machine there are some advantages in sitting over the rear wheel. In the first place this position gives the rider a maximum traction on the road surface, owing to the fact that by far the greater part of his weight is supported by the rear wheel. Where the engine is of very high power, such as is in common use with racing machines, this matter of traction is an important one. Furthermore, in racing on a small track, this position has the advantage that a short wheel base can be used and the motorcycle kept well in hand by the rider. Looking at the matter, too, from a standpoint of air resistance the rider can get very much lower on his mount by placing his saddle to the rear and below the position which is usually occupied when attached to the ordinary seat post.

When we look at the matter from a standpoint of comfort, however, there is no question but what the "normal" position of the saddle has many advantages over the above "freak" location. In a touring machine the first item is comfort, and comfort on a motorcycle is very largely a question of eliminating vibration. The motorcycle, on account of the high speed at which it often travels, is very prone to transmit the road shock to the rider to a far greater extent than in the case of a car, where the springing facilities are superior. It should be the aim of every tourist to eliminate as far as possible these road shocks.

When the seat is placed over the rear wheel there is no question that more vibration is transmitted to the rider in going over a given obstacle than if the saddle were placed more nearly between the two wheels of the machine. Looked at from a standpoint of leverage it is easily seen that, for instance, if an obstacle two inches high be passed over and the saddle is in the rear position, the body of the rider rises the distance of two inches, less the distance absorbed by the depression of the tire. This is assuming, of course, the position of the saddle is directly over the rear axle. When we place the saddle as nearly as we can conveniently get it between the two wheels of the motorcycle it is evident that the body of the rider rises considerably less in passing over this same obstacle. In other words, we have here a lever, the fulcrum of which may be considered the front wheel, the power being applied to the axle of the rear wheel. Since the load which is lifted is situated between the point of application of the power and the fulcrum, the distance which the load lifted (which in this case is the body of the rider) actually travels is less than the distance through which the power moves. In other words the body of the rider moves considerably less than two inches when the rear wheel passes over an obstacle two inches high.

Outside of the matter of road vibration there arises the question of skidding on a wet or sandy road. It is acknowledged by almost all of us who have ridden a motorcycle in the two positions above mentioned that when sitting over the rear wheel the machine is much more liable to skid than is the case when the saddle occupies the normal position. This matter has been thoroughly threshed out in the English motorcycle press, since the Englishman is much more afraid of side slips or skidding than is his American cousin. Whether this is due to the disposition of the Englishman, who naturally does not wish to take the chances which the average American will, or whether it is due to the fact that in England it is very often the case that clay is mixed with the soil and therefore the road is more slippery in wet weather, is a matter open to discussion. At any event those who read the English motorcycle and automobile periodicals know that the question of side slip is a matter which receives a great deal of attention abroad.

There is another advantage of having the saddle in what I have termed the normal position. When the saddle is placed over the rear wheel it is necessary to extend the handlebars in order that the body itself may be held upright. Again we can bring in the principle of the lever. With long handlebars it is very evident that the ends of the handlebars where the grips are located are moved further through space for a given movement of the front wheel than where short handlebars are used. In other words, in passing over an obstacle in the road, the tendency is to deflect the front wheel more or less, and this deflection of the front wheel is transmitted to the hands and arms of the rider by means of the handlebars. If the handlebars are long this deflection is much greater than in the case with shorter bars. On this account it is very much more difficult to steer a motorcycle over a rough road where long handlebars are employed than in the case where shorter ones are used. This same reasoning applies when traveling over a slippery road, for the effect of slippage of the front wheel is greater with long bars than with short ones.

When it comes to appearance it is a question of the personal equation. It depends on whether the rider of the motorcycle wishes to look like a racing freak or whether he wishes to look like a human being out for an enjoyable ride. I will acknowledge that it feels very racy, and that there is a certain attraction in sitting over the rear wheel with extended handlebars; but looked at from the standpoint of the average observer, the position of the rider in such a case often looks extremely absurd. There is hardly any question but what a rider sitting on a motorcycle with a saddle in the normal position and with the normal length of handlebar looks far more comfortable than his brother motorcyclist with one part of his anatomy stuck out over the rear wheel and with his hands stretching forward to grasp the handlebars. Many of those who adhere to the rear position of the saddle will say that you can get very much lower than you can when the saddle is placed in the normal position. This is so in many cases, especially where the frame design of the machine is such that a saddle in the normal position is far too high from the ground.

The tendency of design at present, however, and the practice should be encouraged, is to lower the position of the rider by reducing the height of the frame. The motorcycle of today in many cases is fitted with a twenty-inch frame, and there are saddles so designed that they will fit closely over the upper horizontal bar of the frame, and thus give a position of minimum height from the ground without placing the saddle on a special seat post or support over the rear wheel. The question of the position of the saddle on a motorcycle will always be one which the rider himself must settle. I write this article, however, to make a strong plea for what I have termed the normal position of the saddle, putting forward the claim that in such a position the road vibration is reduced to a minimum, side slip or skidding is lessened and the general appearance of the rider and his machine is bettered.

Note.—There may be other advantages than above renumerated by Mr. Ovington for a low saddle position over the rear wheel, and our columns are open for further discussion of the subject. We should like to hear especially from those riders who have tried both positions.—Ed.

ROCHESTER RIDERS WANT CYCLE PATHS

One result of the increase in the number of motorcycles in Rochester (N. Y.) and Monroe County generally, this year, is a growing belief among the cyclists that the side path should be revived, enlarged and improved for the benefit of the riders of these machines. Those who have fathered the idea locally are feeling their way cautiously at present, with the intention of making a move early in the spring if the suggestion meets with approval.

The number of motorcycles ridden in the city at present is at least triple the number in use last year. Next year the ranks of motorcyclists will again be doubled, it is believed, and even then the sport will be just beginning. Something will have to be done to provide right of way for the motorists, who have a great persistency in getting anywhere they want.

One of the motorcyclists who is taking up the side path idea said recently: "The motorcyclist likes to speed but he is not a road hog. If you have noticed in the city streets, the motorcycles are not as fast travelers as automobiles in most cases, they take up less room, and have practically no accidents. Although heavier and faster than the bicycle and, as a general rule, faster than an automobile, the motorcycle is under much better control than either and may be given a fair latitude of speed except where there is congestion of traffic.

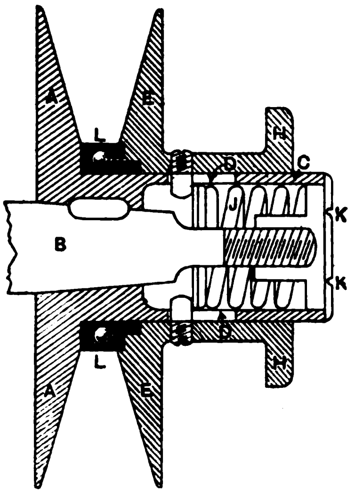
"Outside of the city it is different. The roads tempt, but speed laws punish, sprinters. The highways get very dusty in summer and there are bad patches of connecting sand roads which make traveling heavy and uncertain. If we had the old side path, widened to eight feet or a little more, we could get a greater speed limit and much greater safety and comfort.

"The motorcyclists are willing to pay for the privilege. Most of the men I approached have said they would willingly pay a dollar or two dollars, or even five dollars a year, for the privilege of using a system of good side paths through the county. They reckon that they would effect an equivalent saving in tires, gas and patience in a year. If the boys, generally, take to the idea something will be done towards getting the necessary legislation soon."

IF You want to sell your machine advertise it in the Motorcycle Mart, Two Cents a Word.

AN AUTOMATICALLY VARIABLE PULLEY

A VERY interesting variable speed pulley has just made its appearance on the English market. It has been patented by the Lloyd Motor & Engineering Co. and has been thoroughly tested out. The following account was written for the Motorcycle (English) by one of its staff, and the action of the pulley impressed him very favorably on the short trial which he gave it. The device not only acts as a variable pulley, but also affords a free engine arrangement. Its action in varying the gear ratio is entirely automatic.



The pulley consists of a fixed flange A, which is keyed to the shaft B. Turned solid with the fixed flange is a sleeve C in which are slots D D. There are three of these slots situated at equal distances around the circumference of the sleeve C. In the sectional illustration two have been shown for the sake of simplicity. The loose flange E also carries an extension or sleeve H in which a fork will be placed to operate the sliding flange when a free engine is required. In the sleeve H are tapped holes in which studs are fixed. These studs take the pressure of the coil spring J, the spring being kept in constant compression by the cap nut K, which screws on a thread formed on the end of the spindle B. Mounted on the sleeve C of the fixed flange A is a ball bearing L, which receives the belt when the pulley flange is opened wide enough to allow it to drop on to the top of the ball bearing. In this manner a free engine is obtained after the engine has been started by means of the pedals. The machine used in the tests was not fitted with a free engine device, and the pulleys will be supplied with or without it as desired.

At first sight one naturally asks what becomes of the slack of the belt when the pulley flange opens and the gear is lowered? It is only natural to expect that under such circumstances the belt would commence to slip, but actual riding experience proves that it does not slip to any appreciable extent, if at all. The reason why the belt does not slip when slack is because the coil spring is always exerting an even pressure on the loose flange.

The machine used had a top gear of about 3½ to 1, and so adjusted that the pulley flange would open sufficiently to give a gear of 5½ to 1. On starting the machine by running alongside and mounting by the pedal the first two or three explosions occurred with the high gear in action, but the moment the engine felt the weight in the saddle and had extra work to do, the pulley flange automatically opened and lowered the gear, closing again gradually as the machine gathered way. In his report of the tests made the writer said:

"Arrived at the foot of Mucklow Hill, on the road between Birmingham and Halesowen, the machine took the rise in excellent style. Now we know from previous experience that a 3½h.p. motorcycle cannot take the writer up this hill with a gear of 3½ to 1 without some pedal assistance or rushing the hill, which on this particular occasion was impracticable, owing to traffic. At the commencement of the rise the pulley opened but slightly. On the steepest gradients it was distinctly noticeable that the gear was reduced to about 4¾ or 5 to 1, and on reaching a more level portion about midway the gear again rose to about 4 to 1, automatically lowering itself on the steepest gradient at the finish and again rising as it came over the brow of the incline.

"The machine was an ordinary 3½ h. L. M. C. motorcycle, which has been in use for more than twelve months, and has probably been ridden over 15,000 miles, as it is the firm's test machine and was the first one built by Mr. Lloyd before the Stanley Show of 1907. The belt was a ⅞in. Lyso, made of canvas and rubber. Mr. Lloyd, however, assured us that leather belts, if sufficiently flexible, such as the Watawata or Stratex, would grip equally well.

"Unless a free engine is desired in conjunction with it there is absolutely nothing for the rider to do in the way of operating the flange, which opens and closes according to the power exerted by the engine and the resistance met by the machine on varying inclines. In addition to trying the machine ourselves we saw it ridden up a hill near Halesowen, which is situated on a bye-lane, the gradient of which cannot be less than 1 in 5. Even with a rush it is generally impossible to climb such a hill with a gear of 3½ to 1, so that the pulley must act perfectly and without undue slipping or the rider could not have surmounted it. We also understand that a prominent Birmingham motorcyclist has made better time on Rose Hill with this pulley than he could do with a fixed gear of 4½ to 1."

World's Hour Record Broken

RIDING a 10-h. twin-cylinder Matchless at the Brooklands (England) track on Thursday, October 8, C. R. Collier beat the world's motorcycle record for one hour. He traveled at a very regular pace, and, in the stipulated time, traversed a distance of seventy miles, 105 yards. The previous best was sixty-three miles, 1,078 yards, and was made by Giuppone at Paris, in 1905. The previous British record was Collier's own, fifty-six miles, 607 yards.

The Matchless machine ridden by Collier was the 7-10 h. twin-cylinder which was ridden by Colver in the recent Tourist Trophy race. The motor is a J. A. P. 85x85 mm., Longuemare carbureter, mechanical valves in heads of cylinders worked by overhead tappets. Ignition by coil and accumulator, Dunlop tires, Shamrock Gloria belt. The machine was geared 2 2-3 to 1.

New British Inventions

DURING the year of 1907 one of the striking features of the British patent office operations was the continued development of hub, variable speed gears and back-pedalling brake mechanism, but another feature which has recently come into prominence is the production of motorcycle parts by cheaper mechanical processes, as by stamping them from sheet metal, instead of making them by cutting operations.

IN an article which appeared a short time ago in the New York *Sun* on "Recent War Equipment," the motorcycle was placed near the head of the category of the most up-to-date apparatus, ranking with the aeroplane, wireless telegraphy, the army balloon and the motorcar in importance.

THE GENIE OF THE MOTORCYCLE

In olden time, when fay and gnome
And giant in the world abode,
A brave lad wandered far from home
To seek his fortune on the road.

A brazen flask lay in his path,
Whose magic cork he drew, when lo!
Before him, breathing hot with wrath,
A giant stood and threatened woe,

"For centuries I vowed," said he,
"My liberator to repay,
But pined so long for liberty
At last resolved that I would slay."

"Thou canst not slay me justly, then,"
Replied the youth, "unless I see
Thee entering the flask again,
To prove that it imprisoned thee."

The giant willingly complied
To show that he had told the truth,
And, when once more he was inside
Was corked up by the clever youth.

And ne'er again the lad withdrew
The cork until the captive gave
His oathbound promise good and true,
To serve him as a faithful slave.

Both flask and prisoner were lost
For ages to the sight of men,
Until this age of wonders tossed
The prize upon our path again.

And on the motorcycle we
Have placed the flask, and know with pride
The giant, struggling to be free,
Is serving us whene'er we ride.

—W. W. F.

TIRE TROUBLES; HOW TO AVOID THEM

GREAT advances have been made in the last couple of years in the tire makers' products, as evidenced by the fine wearing qualities of the Bailey treads, Basket Weaves, and others. Still, the best tire ever made, in the hands of a careless rider, will give but poor satisfaction, and the tire makers, at least, have decided that all troubles are due to the user and not to the tire materials or construction. That there is some truth in this belief, is beyond denial. Two riders, on two sets of tires, turned out of the factory at the same time and of identical materials and construction, will get results totally at variance. One will ride all season with his set, and the other may get only a couple of months' wear before his set is gone completely to the bad.

Proper inflation, careful riding and a little extra time spent in repairing cuts and holes in a shoe will work wonders. Tires should be inflated till they are just "thumb tight." That is, when the thumbs of both hands are pressed firmly at one point, there should be a perceptible "give"—only a trifle, however. When the rider is mounted there should be only the least flattening of the tire on the ground, otherwise the constant bending of the fabric of the shoe will separate it from the rubber, destroying both. As soon as the tread wears down until the fabric is exposed, the tire should be immediately removed and sent to the factory for retreading. Otherwise the fabric will soon be destroyed and the tire permanently injured in consequence.

When embedded in rubber and not subjected to strains or weakened by bending as above, the fabric used to reinforce the tire will retain its strength indefinitely. As soon, however, as the rubber is removed and moisture from the road is permitted to penetrate, the fabric begins to disintegrate and in an incredibly short time its strength and resistance are gone forever. Great care should be taken to prevent any particles of sand from getting into the shoe, as it will cut like a knife and very rapidly spoil the tube. Be careful not to carelessly pinch the inner tube, as this is, next to punctures, the most common cause of deflated tires. Such an injury is patched in a similar manner to a puncture, care being taken to get a patch large enough to completely cover the injured part. The edges of the patch should be thoroughly chalked to cover the excess cement which may extend beyond the edges of the patch.

Brakes should not be put on too hard, so as to cause sliding of the tires in slowing up. As far as possible, allow the machine to slow up gradually before coming to the point where stop is to be made. The most serious damage done to tires is due to excessive speeding, misuse of the brakes, and driving over newly metaled roads under full power of the engine. Such abuses grind off the rubber of the tread faster than many miles of travel. Rusty and sharp rims cause much damage. Rims should be filed smooth and kept well painted or rubbed with a paste containing French chalk and black-lead. Another cause of tire deterioration is allowing them to stand unprotected for a long time in the strong rays of the sun, which over-vulcanizes the rubber. Running in wet weather, especially over roads newly prepared with crushed rock, is very injurious, as rubber cuts much more easily when wet than dry. A tire should never be used after the canvas begins to show through the rubber tread, but should be sent to the manufacturer or repair shop to be repaired immediately, and in all cases where it is possible repaired tires should be used on the front wheels, as they will give better satisfaction there.

Here are a few trite warnings: Air costs nothing. Use plenty of it. Avoid curbstones. They are hard on tires. If tire bolts are used, keep them tight. Keep water out of the inside of the case. See that there is plenty of clearance between fender and tire. Never allow the weight of the machine to rest on deflated tires, even over night. Don't turn corners at top speed. Make repairs at once—delay is costly. An extra tube will save a lot of time fixing punctures.

SOME MINOR MEETS

At Birmingham, Aurora, Wichita, Toledo, Lenox

ROBERT STUBBS, the crack Indian rider from Birmingham, Ala., made good his title of Southern champion at the mile Fair Grounds track in that city in the five days of racing held there commencing Monday, October 12. He made a most extraordinary showing by capturing every one of the thirteen races put on the program during the week. It was not against fields of only two or three starters that he won, either. He was up against some of the best riders in the South, the entry list running as high as ten names in some cases. Summaries:

MONDAY.

Five-mile handicap, open—Won by Robert Stubbs, Indian (scratch); second, Tarrant, Indian (⅛ mile); third, Hickman, Indian (⅜ mile). Time, 5.17.

Five-mile, for singles—Won by Stubbs, Indian; second, Chambers, Torpedo. Time, 6.20.

Five-mile, for doubles—Won by Stubbs, Indian; second, Tarrant, Indian; third, Brevard, Indian. Time, 5.10.

TUESDAY.

Ten-mile handicap—Won by Stubbs, Indian (scratch); second, Tarrant, Indian (⅜ mile); third, Chambers, Torpedo (¾ mile). Time, 10.25.

Five-mile, for singles—Won by Stubbs, Indian; second, Chambers, Torpedo; third, Middlebrooks, Manson. Time, 6.20.

Five-mile, for doubles—Won by Stubbs, Indian; second, Tarrant, Indian; third, Bates, Thor. Time, 6.04.

WEDNESDAY.

Unlimited pursuit—Won by Stubbs, Indian; second, Hickman, Indian; third, Tarrant, Indian. Distance, 9 miles. Time, 9.51.

Five-mile, handicap—Won by Stubbs, Indian (scratch); second, Hickman, Indian (½ mile); third, Tarrant, Indian (¼ mile). Time, 5.25.

Two-mile, open—Won by Stubbs, Indian; second, Tarrant, Indian; third, Hickman, Indian. Time, 2.21.

THURSDAY.

Unlimited match pursuit between Tarrant and Stubbs—Won by Stubbs. Distance, 5½ miles. Time, 5.47.

Ten-mile, handicap—Won by Stubbs, Indian (scratch); second, Hickman, Indian (¾ mile); third, Tarrant, Indian (½ mile). Time, not stated.

Five-mile, open—Won by Stubbs, Indian; second, Hickman, Indian; third, Brevard, Indian. Time, 5.58.

FRIDAY.

Five-mile, open—Won by Stubbs, Indian; second, Hickman, Indian; third, Tarrant, Indian. Time, 5.03 2-5.

Five-mile, handicap—Won by Stubbs, Indian (scratch); second, Tarrant, Indian (⅜ mile); third, Hickman, Indian (⅜ mile), Time, 5.25.

Five-mile, open—Won by Stubbs, Indian; second, Hickman, Indian; third, Tarrant, Indian. Time, 6.11.

A CLEAN sweep was made of all the events on the program at the Aurora (Ill.) race meet on Sunday, October 11, by John Delevan on a Harley-Davidson machine. The races were run by the Aurora Motorcycle Club and were limited to club entries only. The track was very dusty and the time made was slow. Summaries:

Three-mile scratch—Won by John Delevan, Harley-Davidson; second, W. H. Holck, Harley-Davidson; third, Roy Du Sell, Thor.

Five-mile scratch—Won by John Delevan, Harley-Davidson; second, Roy Du Sell, Thor; third, W. H. Holck, Harley-Davidson.

Ten-mile scratch—Won by John Delevan, Harley-Davidson; second, W. H. Holck, Harley-Davidson; third, Roy Du Sell, Thor.

Unlimited pursuit—Won by John Delevan, Harley-Davidson.

One-mile time trials—Won by John Delevan, Harley-Davidson, 1.41½; second, Roy Du Sell, Thor, 1.42¼; third, W. H. Holck, Harley-Davidson, 1.43½.

OUT of five events at the Wichita (Kan.) fair grounds track, on October 14, Hockaday captured three. At least, he was awarded that many, his claim to two of them being disputed. Contrary to custom, Hockaday rode a different make of machine in each event, so honors were fairly divided. The judges' decision in the twin-cylinder class was disputed by Duple, and Andrews claims the 3-h. event. Summaries:

One-mile, 2¼-h. machines—Won by Hockaday, Indian; Turner, Indian, second. Time, 2.01 2-5.

Two-miles, twin-cylinder machines—Won by Hockaday, R-S; Temple, Indian, second. Time, 3.09.

Two-miles, 2¼-h. machines—Won by Turner, Indian; Hughes, R-S, second. Time, 3.45.

Three-mile handicap—Won by Weiser, Indian; Duple, Excelsior, second. Time, 4.53.

Two-miles, 3-h. machines—Won by Hockaday, Thor; Andrews, Light, second. Time, not given.

AT the Lucas County Racing Club's meet, held on the Fair Grounds track at Toledo (O.) Saturday, September 17, all but one of the motorcycle races went to the Brothers Oberwegner. A. R. and Otto both competed, and between them kept most of the prize money in the family. Summaries:

Five miles for 3½-h. machines—Won by Otto Oberwegner; second A. R. Oberwegner; third, George Verderhoff. Time, 7:49.

Five miles for 2¾-h. machines—Won by Suder; second, Garn. Time, 10:46.

Five-mile match—Won by A. Oberwegner; second, H. Yarvan. Time, 14:59.

Ten-mile handicap—Won by A. Oberwegner (scratch); second, E. Avery; third, O. J. Oberwegner. Time, 15:00.

Five-mile handicap—Won by Otto Oberwegner; second, Homer Yaryan; third, A. Oberwegner. Time, 8:19.

A HILL-CLIMB, which included two motorcycle events, was held by the Lenox Protective Automobile Association up Church hill, in Lenox, Mass., on Wednesday, October 14. Edgar David, M. M., won in the single-cylinder class. Time, 2.04¾. In the twin class H. Huntington won, on a Curtiss, in 1.40. Frank Minkler, Indian, was second in both events.

JAKE DE ROSIER continues to clip an occasional second or so from his track records at the Clifton Stadium, and each new mark he sets is vociferously announced as a "world's record." On Sunday, October 18, he rode his Indian a half mile in 0.27 1-5, two-fifths faster than his former figure.

KANSAS CITY (Mo.) held a combination automobile and motorcycle race meet at the Elm Ridge track in that city on Saturday, October 17. Stanley T. Kellogg, with his 7-h. Indian, was the star performer. He did a five-mile exhibition in 4:59, several seconds faster than the best automobile time of the day. In a five-mile open event the Indian captured first, second and third places against a field of nine riders. Kenneth Morton won, with F. M. Jones and C. C. Hahn following in that order. The time was 6.08. Kellogg did not start.

SAN ANTONIO (Tex.) came to the front when a local rider on a locally built machine captured both motorcycle events put on the card at an automobile meet in that city on October 11. R. G. Crist, on a Guarantee machine, was the star. In a five-mile event he won from scratch in 6:15, and in a novelty race at the same distance he again showed a clean pair of heels to the field, winning in 7:30. A stop was made in this race in front of the judges' stand on each lap.

IF the plans of A. H. McQuesten materialize, there will be a lively motorcycle meet at the half-mile track of the Western Washington Fair Grounds, at Seattle, Wash., on November 1. Mr. McQuesten has been working for some time to bring about this meet and has been assured of ten entries representing Seattle, Tacoma and Vancouver, B. C. The track has been secured, and the prosecuting attorney has given his sanction to having the meet held on Sunday.

The program as outlined will include a free-for-all handicap of five miles; an exhibition mile run with flying start; single cylinder events; twin cylinder events and a fifty-mile free-for-all with standing start. An admission of 25 cents will be charged, and should the weather prevent the holding of the meet November 1, it will be postponed from week to week until a bright day guarantees a fast track. A. H. McQuesten, the promoter of the meet, is a well-known motorcyclist of Seattle, and has established a number of fast records with his 5h. Indian. He holds the record for the climb on the Queen Anne counter-balance line, making the ascent in twenty-seven seconds flat.

BOOM HITS TEXAS

ALTHOUGH the motorcycle has been in use in other states and in portions of the country for some time, it has only of late become popular in Texas. In the *Times Herald* recently appeared two items telling of motorcycle trips made by local people, and another telling of the visit to Dallas of a couple of Fort Worth people who made the thirty-two-mile trip in just two hours—pretty good going at that.

The motorcycle is essentially, of course, a one-man machine. No one desiring to purchase a motor vehicle in which to take his whole famiIly for an outing would think of buying a motor-bike, but for one person, local riders say that the power-bicycle affords a great deal of pleasure and sport.

A motorcycle club for this city is the latest thing talked of. The idea is being worked up by J. W. Ruff, a local enthusiast, whose plan is to form a club composed of local riders, and also of several in Fort Worth. There are between a dozen and fifteen machines now being ridden in Dallas, and almost any pleasant afternoon one may see them on the country roads trying speed with automobiles, and leaving far behind, in a trail of dust, the slower vehicles propelled, or rather drawn, by animal power.

So far as Dallas is concerned, there are really two classes of machines now in use, both of which can be had of local agents, and for which, of course, each agent will claim superiority of points, durability, ease of operation and all other things that a well-behaved motorcycle should have.

The machines are growing in popularity. There is no denying that. Not only are they being adopted as pleasure vehicles, but they are rapidly coming into use in the larger cities for delivery purposes by large mercantile establishments, filling a want between the delivery wagon and the big delivery automobile, which costs considerable, and which requires more for upkeep than the smaller motorcycle.

There are several things claimed as advantages for the motorcycle. First of all, riders and users say, is the economy with which they can be operated and the small amount of mechanical knowledge necessary to operate them. The machines weigh between 150 and 200 pounds—generally about 180—and cost all the way from $200 to $350, according to the mechanism with which the machine is equipped and the purpose for which the purchaser desires it.

The cheaper machines are provided with single-cylinder gasoline engines, practically the same as those with which automobiles are equipped, while in the more costly ones, two-cylinder engines are provided. In horsepower the engines range from three to six, with the average about three and one-half, which is amply sufficient to pull a good, heavy machine and a big rider over country roads, up hill and down dale, wherever the rider desires, in fact.

All the machinery on the motorcycle is located within easy reach of the rider, being set just below the seat, inside the diamond of the frame, and tanks for gasoline supply enough to take the vehicle on a trip of many miles before replenishing. The larger machines carry about seven quarts of gasoline, while the smaller ones are equipped for about a gallon.

Mr. Ruff tells of a rather hard trip he recently took, but under which his big machine held up remarkably well. With a companion he rode from Dallas to Fort Worth, starting one afternoon late, and riding during the night by moonlight. They remained at Fort Worth all night and started for Cleburne the next morning—Sunday. Between Dallas and Fort Worth the road was fine, but between Fort Worth and Cleburne sandy highways were struck, through which no engine, however powerful, could pull. It was necessary to forsake the road entirely and break a path through the grass and weeds to one side.

Many swollen creeks were encountered, he says, but the good machines, put to the test, were ridden right through the water without any injury whatever to the mechanism.

Ruff hopes to have the Dallas Motorcycle Club formed within the next few weeks, and is actively at work on the proposition now. One thing about the motorcycle, although it resembles very materially the old-style bicycle, is that the rider sits up straight. There are no low-hung handle-bars and madly pedaling riders bent almost double over the steering head. Instead, the machines are provided with long handles, enabling the rider to sit up straight and survey the landscape as he passes.—Dallas (Tex.) *Herald*.

HERE is a yarn that should be taken with a little salt, though it can be swallowed whole, as it is, if so desired. "Hedgehogs are causing no end of trouble for motorists around Bangor, Me., the little animal being fascinated by the glare of the headlights and when run over are sure to put a tire out of commission for good with their sharp quills."

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F. P. PRIAL

LEROY COOK - - - - - - - *Editor*
Advertising
L. H. CORNISH WILLIAM R. SHANNON

"Little Drops of Water"

IT was pleasing indeed to see how valuable the motorcycle was to the promoters of the Vanderbilt Cup Race, held on Long Island a little over a week ago. There were fourteen couriers, mounted on high-powered machines capable of fifty miles an hour and over, and they covered the course in sections, from one telephone station to the next, reporting all delays and mishaps to the racing automobiles. Not a report reached the grand stand but was sent by one of these couriers. They were here, there and everywhere, and when a car broke down, or was delayed, it was not many minutes—sometimes seconds—before a motorcyclist had spied it. He found out what the trouble was, if it was irreparable, etc., etc., and the instant he got his information he was off for the nearest telephone station.

From there the news was wired to the judges' stand, and then megaphoned to the waiting thousands. It is safe to say that the full relay was completed in some instances inside of sixty seconds' time. For instance, when Robertson, the winner, went off the course in the last lap, it was a courier who reported the fact. Then when the driver and his mechanic had changed a tire and sent their car off again, down the course on the last leg of the long race, it was a courier who relieved the suspense of the grand stand crowd by the announcement "Number 16 is going again."

In addition to this kind of work, the motorcyclists aided in placing the flagmen, keeping the crowds off the course, reporting bad places in the road that needed prompt attention and fixing, and in many other ways. They were experienced riders, who knew how to keep clear of the racing cars. They covered themselves with glory—and mud. And the Cup Commission has extended its thanks to them.

In witness thereof this letter from the A. A. A. Racing Board's chairman to E. L. Ovington, who had charge of the couriers:

MY DEAR MR. OVINGTON:

I take this opportunity to extend my heartiest thanks to you, and the gentlemen under you, who assisted us in patrolling the course for the Vanderbilt Race. That your men deserve all credit for their untiring efforts to patrol the course goes without saying, and I wish especially to mention the impression which was made by the superb and daring riding of your men and the splendid manner in which they conducted themselves as gentlemen and sportsmen. I trust that you will express my individual thanks to each of them, and I extend my best appreciation to you. Believe me, sincerely yours,

JEFFERSON DE MONT THOMPSON.

Let the Ladies Join Us

IN this issue we print the first of a series of articles on the sidecar and tricar, and the similar attachments that have been utilized for the quick delivery of parcels and packages instead of the transportation of passengers. The history of tricar development in England, as set forth by our correspondent there, points out many things that manufacturers here in the United States should pay heed to. We believe firmly that there is a future for both the tricar and sidecar, and that a growing demand will be felt for these passenger carrying attachments during the coming year.

To make motorcycling all it should be there must be some means of sharing the sport with those of the gentler sex who now so strenuously object when hubby, and hubby-to-be, go off for a day all by their lonesome selves, or on a club run with congenial companions. That when the ladies take to the sport it will grow tremendously is a fact beyond dispute. Say what we may, we know from past experience that it needs the gentle hand of the female "helmsman" to steer our ships clear of the rocks.

With a passenger alongside, safe and sane riding would be the rule instead of the exception, and there would be less of what is known as "burning the roads up." There are, and will continue to be, some lady riders who can and would rather have their own machines. Some of our manufacturers have built special drop-frame motorcycles for this purpose; but the great majority of the ladies who would partake of the sport show an inclination to ride comfortably as a passenger, and let mere man do the work.

What is needed, therefore, is a substantial tricar or sidecar attachment—all indications seem to point toward the latter as being more likely to come into popular favor—and a motor of at least five horsepower, fitted with a really good, reliable two-speed gear. Such a combination is what the whole subject has simmered down to on the other side. Our English cousins have spent several years experimenting with all types and kinds, and the results are clearly set down by Mr. Davies. We should, then, be able to profit by what has gone before, and evolve a type of machine suitable for roads in this country at a price within easy reach of the man who now can afford to keep his motorcycle.

Pass the Good Word Along

WHEN someone whispers confidentially in your ear the ever recurring rumors of a concern "hard pressed for money" or of a number of firms he knows of with "backs up against the wall" tell him to forget it.

A Pacific Coast dealer, in New York this week, said:

"Why, we don't know what hard times are out where I come from.

"It has been a fine year for the motorcycle trade, and next year we will have a regular boom. All indications point to it. *I know it.*"

When manufacturers, accessory men, selling agents and others are discounting their bills, that doesn't look as though they were "hard pressed for money," does it?

Then read of the new companies coming into the field. The additions to existing plants and purchases of property to build more. In every issue we print news of this kind. This should be enough to still all rumors of the pessimistic nature.

CLUB NEWS

In the history of all Baltimore's motorcycling there was never a more dissatisfied crowd of riders than those unlucky individuals who made the run to Belair on Sunday, October 18. At the start Capt. W. S. Fisher wanted to apply the first lesson in geometry—"a straight line is the shortest distance between two points"—and decided to take the run via Towson, the Joppa and the Harford turnpike. The boys would not listen to the veteran's suggestions after hearing of the fine roads and short cuts that Tourmaster William Wood had mapped out in his fertile brain and expressed so eloquently that the boys were sure he knew what he was talking about.

After going about three miles from Towson, Wood's dream ended in a corn patch. The owner of the farm was not in the best of mood after being disturbed from his Sunday slumber, and threatened that if the cyclists ever dared to come on his place again pitchforks would be too soothing a remedy, for he would have his double-barreled shotgun ready to do business on short notice.

The man who knew the roads would not acknowledge that he was lost, but played hide and seek over different routes which finally landed the party back in Towson, from where it straightened out on the known course, and instead of reaching Belair by covering twenty-two miles all the cyclometers showed exactly thirty-nine miles, and seventeen miles out of the way had actually been ridden.

Such roads! It is doubtful if they could be duplicated in the sandy stretches on the Eastern Shore. Side slips and punctures were numerous, but all the riders were game and everyone made the round trip except unlucky Clayton, who had more than his share of tire troubles. He lost all the balls and nuts on his front wheel and had the additional misfortune of having several battery short circuits, which put him out of the running at Hamilton. The Harford turnpike was in its worst shape, and between the Forks and Belair it was like riding over loose cobblestones all the way. Arthur Heim, Howard A. French, A. Patschke and De Royce Smith were the only riders who kept to the main thoroughfare, and they arrived in Belair nearly an hour before the first bunch of explorers.

JOY! Oh Joy! It was served in many forms, buckets of it. The occasion was the first of what is planned to be an annual affair—a sort of reunion, or get-together-and-do-the-town kind of a time—at Southington (Conn.) on Sunday, October 18, when the Hartford Motorcycle Club met with the New Haven Motorcycle Club, to the great mutual satisfaction of both. But before the festivities commenced at Southington there were the usual incidents along the road, the puncture fiend being on the job all the time, and causing a lot of hard words, to put it mildly.

O'Connor, the "Long John" one, of the Hartford bunch was a sufferer. Just as he was celebrating another thousand miles that his odometer showed he had ridden on his little old Indian, too. That was at Meriden, and when his front tire went down the "Long" one said it looked like one on him. There was twenty-one in the party, and each and every man-Jack of them did his utmost to help O'Connor celebrate.

There were others, too, who went further and fared worse, so that the fifteen from New Haven were already there and had everything awaiting the arrival of the Capitol City fellows at the dinner stop. And that dinner—and its necessary complements—don't forget the complements. Words fail to describe it. There were all the courses, and more that hadn't been thought of before hand. Then there were the speeches. Pretty, some of them. Others funny. And by the time every one there had had his say things began to get congenial. It makes no difference if those present do not remember just what was said, they know it was said in the proper spirit, and all hands are happy.

It was surprising, too, to see how much shorter the distance home seemed that afternoon. The telegraph poles flew by so fast that they looked like a picket fence. Seriously speaking, the dinner was such a grand success that the two New England clubs have asked the New York Motorcycle Club—which has some reputation in the dinner line itself—to join them at some half-way house on Sunday, the first of November.

CHICAGO motorcyclists are insisting that they be recognized, and feeling that there are enough owners and drivers of these two-wheeled machines to make more than a creditable showing they are planning for a grand assembly for the middle of this month. They expect 300 owners of the machines to be on hand, and all will be expected to take part in the program. The arrangements are now in the hands of the committee, J. S. Woodworth, with the Excelsior; C. H. Lang, with the Harley-Davidson, and A. C. Andresen, with the Thor, who will complete their plans within the next few days. Following the program of the day all the members and drivers will take part in a banquet in the evening. Among those who have signified their intention of taking an active part in the event is John F. Fisher, manager of the Hendee Manufacturing Company's branch, who agrees to furnish some novelties which will not only attract the attention of the public to the useful vehicle, but will open the eyes of the business man to the possibilities of the two-wheeled motor car.

THE Dayton (Ohio) Motorcycle Club made another run Sunday, October 18, taking in Ft. Ancient and returning by way of Lebanon. The start was made about 9:30 in the morning, and the tourists returned at 5 o'clock in the evening, covered with dust, but enthusiastic over the trip. The distance covered was seventy-four miles. The following made the run: Captain J. E. McKemy, Harry Gross and sister, L. E. Wetzel, J. E. Campbell and wife, V. B. Baker, T. E. Trowbridge, H. E. Beers, H. F. Fisher and wife, W. A. Rossiter, Charles Gephart, A. M. Cline, W. E. Wiley and W. C. Turpin.

ON A LOS ANGELES CLUB RUN: THE "WATERMELON FEED."

NINETY-FIVE members of the Los Angeles Motorcycle Club rode their machines to Newhall Pass on Sunday, October 11, to witness the hill climbing test up the Fremont grade. The party left the city at nine o'clock in the morning, there being twenty women in the crowd, two of whom rode their own machines. Following are the riders and machines that completed the hill climbing test without assistance: H. White, 5-h. Indian; R. Dunham, 5-h. Indian; M. J. Graves, 3½-h. Indian; Walter Zeigler, 3½-h. Indian; C. W. Risden, 2¾-h. Indian; Gus Frink, 7-h. Peugeot; Ray Seymour, 3½-h. H. & H.; Paul Derkum, 3-h. Thor.

APPEAL has been made by the Minneapolis Motorcycle Club to the authorities in its home city to keep up the cycle path system there. The decision to make a complaint against allowing the paths to go to ruin was reached at a meeting of the club, thirty-five members being present, on October 8. It is alleged that the license tag law is being overlooked, both by the police and riders, and the club proposes to secure enforcement of the rule and thus provide a fund that will keep the paths in repair. Preliminary plans were laid out for a hill climb, planned to take place during the latter part of October, and for the first annual banquet of the organization. A committee was appointed to arrange for a dinner which will be given during this month.

MEMBERS of the New York Motorcycle Club, some twenty strong, enjoyed a run to Bedford, Conn., on Sunday, October 17. A dinner stop had been scheduled for that town, but accommodations could not be secured and the party journeyed back to Mount Kisco, where the cravings of the inner man were satisfied. Another ten riders were met at Kisco, and complete possession of the town's two eating places was taken. There were very few delays and punctures; but there was one machine that was towed about thirty-five miles of the way home. It was a heavy machine, too, and it took the one at the other end of the tow line and two others, one on each side, to get it up some of the grades.

POINTERS ON LUBRICATION

FRICTION. How much that one word means to some riders, and how little meaning does it bear to so many others. It is a subject that man has studied and labored to overcome since his origin; and all that he has accomplished can be conveyed in the word "Lubrication." Lubrication, as applied to the motorcycle, is a matter that should receive much more care and attention than it usually gets. That there are not more breakdowns and ruined motors from the neglect of this important detail in the riding of a power driven bicycle is one of the mysteries that has yet to be solved.

The best directions that the maker of a motorcycle can give to the rider is to inject a pumpful of oil about every twenty miles, but, like all other instructions, this matter must be studied in the case of each machine, for no two will work exactly alike. Speed, too, has a material bearing on the question, for if the twenty miles is made at a mile a minute gait, the oil would be consumed in a much shorter distance than if the speed were but fifteen miles an hour. The reason for this is that the faster the speed the hotter the cylinder becomes, and consequently the oil is consumed more rapidly than if the speed is low and the cylinder moderately cool. Thus it is evident that not only should the action of each particular machine be studied, but it should be studied at different speeds and the lubrication regulated accordingly. It is always safer, however, to have too much than too little, for an excess only gums up the rings, spark plug, etc., and these, together with any sooting of the piston or cylinder head may be cleaned, but if the cylinder goes dry it may be utterly ruined in a few minutes.

Another point about lubrication that is sadly overlooked is draining the crank case more frequently than is usually done. With oil at an apparently high price, hardly any rider likes to "waste" oil, as he calls it, by draining the crank case before the mixture it contains shows signs of turning into mud. This is a serious mistake, for the black, thick mass that then comes out is largely composed of carbon, much of it as hard and sharp as the sand on the road, and an active grinding material. Indeed, when the crank case deposit is in this condition it contains really as much cutting material as lubricant.

Proper application of the oil is, however, not the only thing essential to the proper working of your machine. You *must* have proper oil. There are dozens of different brands on the market, each one guaranteed the best, and very possibly their makers, or rather compounders—for most of these oils are mixtures of a number of oils having each a different characteristic—honestly believe what they say; but mere laboratory tests cannot be accepted as final, practical use on the road, under varying conditions, being the only test that can be relied on by the man who wishes to escape trouble.

An actual example of accepting a name and saving fifteen cents on a gallon, instead of sticking to a thoroughly tried and reliable oil, was the case of a man who used an oil made by one of the largest manufacturers in the country, relying on reputation. At the end of ten days it became necessary to open up the cylinders and dig the carbon out with a cold chisel, while from the exhaust line solid chunks of hard carbon that almost closed the pipe were removed. In this case a day's time was lost, a day's labor expended and three quarters of a gallon of oil was thrown away and wasted, to learn that a reputation in steam engine oils does not necessarily insure a good article for a gasoline motor.

The ordinary automobile oils are not suited for use in motorcycles, for they neither are able to stand such high temperatures as are encountered here, nor do they have the necessary wearing qualities. To meet the situation, careful experiments and tests have been made by makers of motorcycles, and they are in a position to recommend an oil that is suitable for their own products. Their interests are the same as the riders in this respect—to secure the best oil possible—and their advice should be followed whenever it can be done.

NEWBURG BOYS GET TOGETHER

ON Sunday, October 18, a number of motorcyclists met at the home of William J. Caldwell in Newburgh (N. Y.) for a pleasure run across Orange County to Port Jervis and return. The party consisted of Sanford Cole, Fred Ayers, Ed. Paffendorf, Ted. Thomis, Eugene Blake, Maillian Fowler, Herman Seeger and Will Callwell, the two latter on Callwell's twin-cylinder tandem, and all on Indian machines, also Ed. Wersebe, from Cornwall, on a little M. M. Special.

The company was finally ready to start at nine o'clock for the "century," and after leaving Newburgh motored along slowly over the old Cochecton Turnpike till the little village of Montgomery was reached. Up to this point the road was found to be very dusty, and although the party had gone but twelve miles, appearances pointed to a much greater distance.

When the word was given to "Forward March" all proceeded to hit it up for the next eight miles to the county seat, over a very dusty but otherwise good road. Here it was decided that it would be wise to fill up our gasoline tanks, as no one was sure where the "precious stuff" might again be obtained. Inquiry was also made as to the best route from this village to Port Jervis. Fred Ayres, on a 3 1-2h. Indian racer, went in advance of the rest to the cross-roads in order that none would get off the right route.

Immediately after leaving Goshen a short stretch of bad road was encountered, then followed a mile or so of splendid going, followed by a long stretch of sand recently put on to repair the road. A short way before the cross-roads Denton's hill was met, and all looked to see Callwell and Seeger on the tandem get stuck; but not so, the little twin kept it right up to the top and never missed once. A short way beyond this Fred was met and directed us as to the right road. Here the course led down the splendid Minisink State road to the little town of Slate Hill.

Slate Hill Mountain proved an easy ascent, as the road was scientifically built. Some wonderful curves were met on this mountain, leading the riders in a perfect half-circle, until the road commenced to bend back in the other direction, making S turns and leading ever up, till the summit was reached. The scenery all along this road was beautiful beyond description. A turn now led the riders down the splendid Port Jervis Turnpike, through the hamlets of Centreville, Bushville and Greenville. Just before Tri-States was reached a grade had to be ascended. While not steep, it gave nearly all of the riders trouble, as it had recently been sprinkled with oil when in a very dusty condition. This made the surface so sticky that it was almost impossible to ride. From here into Port Jervis the road was in splendid condition and quick time was made.

All now assembled at Tri-States and rode together into Port Jervis proper, and stopped at a garage where the machines were filled up and left till the riders had satisfied the "inner man." The party went across the street to the Erie Hotel, where an excellent dinner was secured. Start was made from the town at two o'clock, the road taking the riders along the old and now unused Delaware and Hudson Canal, through the village of Huguenot and over a splendid road to Cuddebackville. All along this road the scenery was grand, the mountains rising on all sides, and with their fall coats of brilliant colored leaves presented a beautiful sight. The road was so fine here that nobody expected the mountain that the group was soon called upon to cross. After leaving Cuddebackville the road led over a wooden bridge, through some crushed stone, and then over the mountain, which led up and up and seemingly forever up, while the scenery gradually improved until the summit was reached. At points along this mountain road the sides extended for hundreds of feet down, while in places the grade was so steep the engineers that built the road found it necessary to blast through solid rock that it could be kept sufficiently low to permit passage. The climb was over the famous Shawangunk Mountain, and at the bottom was Otisville. Here the great mile-long tunnel starts that leads under the Shawangunk. The party all gathered here to compare notes, and it was considered quite remarkable that all had been able to get up and down again without having to walk. From Otisville to Middletown the roads were splendid and many friendly races were indulged in. Fred Ayres and Callwell and Seeger on the "twin" had it out more than once, and the speedometers often run up close to the fifty mark. Ed. Paffendorf and Ted. Thomis, together with Ed. Wersebe from Cornwall, were forever "at it." Sanford Cole was not of the excitable disposition; but kept pegging it along at a twenty-mile pace that never failed to get him there.

At Middletown an attempt was made to secure gasoline, but strange as it may seem not a drop could be had in that city, the town having "gone dry." At last an obliging man drew a gallon and a half from his automobile, which supplied us with sufficient to carry us home.

A vile stretch of road was encountered between Middletown and Goshen, but all arrived in the latter town safely, however. Here another motorcyclist from Washingtonville joined us, and we all rode in company to Camblehall, where Maillen Fowler left the party for his own home, about six miles distant. The party then proceeded to make the finishing run of twelve miles via Washington Lake and Little Britain to Newburgh and reached home just before dark. All voted that the first united run of what will probably be the future Motorcycle Club of Newburgh was a grand success.

CHICAGO—OR BUST

WE boys here in Danville (Ill.) are going to make that Chicago run in reasonable riding time or go bust. Not that the distance is great—it isn't—but the road surfaces are bad. Following the trip which Herbert L. Miller and the writer made awhile ago, in which I took a goodly part of the forenoon of the second day to get into the Windy City, another rider and myself made an attempt on October 4 to ride the distance in better time.

After having arranged to make the trip in company with quite a bunch of riders, who at the last minute could not go, Horace Benjamin and myself got started at 6 A. M., on October 4, with Crown Point as our destination for the day; intending to go on into Chicago early Monday, October 5th. Benjamin was riding an Excelsior and I a Magnet "Twin," which I had bought upon my arrival in Chicago on my trip with Miller.

As in the previous attempt, we went through Covington, Attica, Rainsville to Fowler, where we had an enforced stay of two hours to take out my rear tube, which had begun to get very soft owing to some patches giving away. Luckily we found the local repair man a very capable and willing helper and got out of there at 11 A. M. (sixty-three miles from Danville).

From Fowler we went through Lochiel, Remington, Rensselaer and Aix, continuing upon gravel roads which in ordinary times are fine, but owing to the lack of rain, were somewhat cut up and rutty. The result was, that in riding in the dust we sometimes landed crosswise of the road before we could stop. Between Aix and Virgie, and some little distance beyond, we hit some sand patches—freshly graded—that were fierce, but we got through in fine shape.

After leaving Virgie, about six miles from Thayer, we got upon four miles of new stone road which had not been rolled, nor had it been packed by teams going over it. We hit the center of it, and while we felt sorry for our poor tires, it was better going than the sand at the sides of the road, and we risked it. Just before entering Thayer, while running at a good rate of speed, the ever present "Big Dog" came up out of a deep ditch at the side of the road. There was no chance to dodge and not enough time to stop, so the only alternative was to go straight for him. Well, I hit him, and I rolled over four times before I stopped. When I got back to my machine the engine was still running; but all I found out of order was a broken pedal pin, so getting on (by running alongside), I went on into Thayer. Here I got a bolt and two nuts from the local blacksmith and made it do for a pedal.

From Thayer through Wier Valley to Shelby we went through deep sand where we crossed the Kankakee River, and on the top of the five-mile dike between Shelby and Orchard Grove we struck more of it. From Orchard Grove to Crown Point was fair going, although we went through several patches of fresh gravel and newly graded roads. At Crown Point (153 miles) we got supper and went early to bed so that we could get a daylight start the next morning.

We were out at 6:30 and made St. Johns with but one stop—a puncture in Benjamin's rear tube. The road from Crown Point to Hammond was fine, and from Hammond to South Chicago fair; but from South Chicago through to Jackson Park was as fine a piece of boulevard as one could wish. When we pulled up on Michigan Avenue and looked our machines over we found nothing wrong, so I went up to pay my respects to the Magnet people, while Benjamin stayed to visit with Mr. Woodworth at the Excelsior place.

While in Chicago only that one day, we had an enjoyable time, a good dinner and an evening at the theatre. We retired late, both with the same idea in mind; to get an early start in the morning. We got out at 5 A. M., started at 6 o'clock, made Hammond at 7, Crown Point 8, Rensselaer 10:45, Remington 11:45, Fowler at 12:30, and Attica at 2 p. m.

We made fast time and had no trouble until I took a header between Rainsville and Attica, which luckily did no damage; but when we stopped at Attica my hoodoo rear tube began to act up badly, with the result that we had another two-hour session with it. We got out at 4 P. M. and between Covington and Attica I pumped up so often I got disgusted and told Benjamin to go on without me, but he stuck, like a patch ought to. When we got into Covington it was dark, so I insisted that he go on, and I stayed to fix that tube again.

Only fourteen miles from home and not a spare tube with me! After looking it over I gave it up for a bad job and concluded to leave the machine there, and go on by train. I wrote to Chicago and got a couple of Buttenders, and when I got them I went over and brought my faithful steed home. I have learned that a butt end tube is best; in the rear wheel especially, and always carry an extra one with me now. Allowing 1 1-2 hours, which is a reasonable time from Attica to Danville, we would have been home by 3:30 P. M. that day, but for my luck with the tire. I am not discouraged, however, and as soon as it rains there are several who have promised to go with me again. Yours respectfully,

LOVELL GILLESPIE,

Danville, Ill., October 20, 1908.

KINKS AND WRINKLES

ONE of the large tire manufacturers gives the following pointers on how to preserve tires from excessive wear and rapid destruction:

Avoid sudden application of the brake.

Air costs nothing; tires are expensive.

If one side of a tire shows more wear than another, turn it around.

Running a tire flat, even a short distance, is sure to be costly.

Keep grease and oil away from your tires and tubes always. They destroy rubber.

Keep rims in good order, straight and true. Rust is destructive. Paint preserves.

Don't let weight rest on deflated tires even over night.

The surest way to have satisfactory tire results is to buy judiciously.

The style of rim used, clincher or otherwise, has nothing to do with the quality of the tire. It will pay you to remember this.

If you have a suspicion that a tire is flat or becoming so, don't wait to argue with your common sense. Find out.

Buy good tubes. A poor tube in a good casing, and vice versa, are Satan's own combinations.

TWO things are to be avoided in replacing spark plugs, one being too tight adjustment in a hot cylinder, which makes it almost impossible to remove it afterward; the other being the breaking of the insulation, if of porcelain, through contact with a wrench.

AS long as the present good weather lasts there is always the desire to haul your machine out for a couple of hours riding in the evening or late in the afternoon. And on Sundays too, we will all stick to the fun as long as we may. When darkness falls however, it falls quickly, and a careful rider will look to his lamp now more than at other seasons of the year. When a lamp is needed, it is usually needed badly, and it is imperative that it should be in the best of working order.

It makes little difference whether you favor an electric light, oil lamp or a gas outfit, be sure it is ready for use the minute you want it. See that your accumulator is charged, or that the wick is properly trimmed and long enough, or that your generator is charged with fresh carbide and clean water. By so doing you will save yourself the many chances of accident that occur when you ride without any light, or a poor one.

HAVE you ever had a tire patch, or a piece of patching rubber, curl up like the wool on a sheep's back when you put a coat of cement on it? If you have not, then perhaps you know the secret of prevention. Just daub a little cement on the barrel of your tire pump, put the patch on it, back down, smooth the edges and then apply the cement to it. When the second coat has become "tacky," put the edge of the patch at a point on the tube so the center of it will come over the puncture and simply roll the pump over, pressing firmly on it till the patch is placed. Then rub it down smoothly and firmly and the job is done.

THE PRACTICAL SIDE

POSTMASTER MULLEN, of Phoenix, Ariz., has received a letter from the postoffice department asking for information on the use of motorcycles on rural routes. The department wants to know a good deal about the matter—how much the machine costs in the first place; what the expense of running it on the route is per month and what the monthly repair bill amounts to. Also how much time is consumed on the route, by use of the machine, and how much time is saved by its use instead of a horse and wagon. Further, how much of the year a machine can be used and how many successive days it has been in use. The department also wishes to know whether or not the use of a motorcycle here is regarded as a success, and whether or not the service is satisfactory with its use.

The postmaster and the carrier on No. 2, who has been using a machine for the past ten months, got their heads together and replied to the department somewhat as follows: The expense for gasoline per month averages three dollars, with gasoline at forty cents per gallon, which is about twice what it costs in other places. The time consumed on the route is about half what is required with a rig and, the machine is available at this place at all times of the year. In fact, out of the ten months' use, a rig has been used but ten times, an average of once a month, on account of wet weather, though there was one period when the machine did not miss a trip for four months.

Though the department does not say so, it is presumed that the purpose back of the request for information is to gather sufficient knowledge of the practical use of motors on rural routes to either recommend or discourage their general use by carriers in localities where conditions are favorable.

IN a clever pamphlet the Aurora Automatic Machinery Co. refers to the motorcycle as a dividend payer. As their statement cannot be bettered, it is printed here in the original:

Did you ever calculate how much time and money you have expended during the year in going to and from your work or in making business calls that could have been saved by a strictly up-to-date, reliable, speedy and noiseless motorcycle? We have four principal models, at $185, $225, $250 and $300. Figuring 300 working days in the year, the following will show the earning on the investment in each model, if the various small amounts were saved each day:

	Model 8 $185	Model 8A $225	Model 8B $250	Model 8C $300
10c a day will earn..	16 P.C	13⅓ P.C.	12 P.C.	10 P.C.
15c a day will earn..	24 P.C.	20 P.C.	18 P.C.	15 P.C.
20c a day will earn..	32 P.C.	26⅔ P.C.	24 P.C.	20 P.C.
25c a day will earn..	40 P.C.	33⅓ P.C.	30 P.C.	25 P.C.
30c a day will earn..	48 P.C.	40 P.C.	36 P.C.	30 P.C.
50c a day will earn..	81 P.C.	66⅔ P.C.	60 P.C.	50 P.C.
75c a day will earn..	121 P.C.	100 P.C.	90 P.C.	75 P.C.
100c a day will earn..	162 P.C.	133⅓ P.C.	120 P.C.	100 P.C.

Is not such an investment worthy of anyone's sound consideration? Every man who has a considerable distance to travel to work, either afoot or by street car or train, should consider this. Mechanics, physicians, contractors, collectors and business men who require messenger service, will find that the use of the motorcycle will substantiate the above figures.

RURAL mail carriers all over the State of Illinois are interested in the performance of Charles Barrett, of Monticello, who had been going over his route behind a horse for some time before he came to the conclusion that a motorcycle would do the work better and be cheaper in the end. He, therefore, bought a Thor machine, and is now being kicked over his 26-mile route by gasoline, making the route, with 52 stops, in two hours. He can probably do better when the contrivance for holding his mail bag arrives. He has had only one spill since he took to the gasoline machine and as a result of the trials he has given it, is willing to recommend the motorcycle to any of his brother carriers.

OUR FRIENDS' SAY-SO

A practical newcomer in the field of motorcycle literature is the MOTORCYCLE ILLUSTRATED, and it merits the attention of everyone interested in the subject. The publication was recently purchased by F. P. Prial, well and favorably known in the old days of the bicycle as the publisher of *The Wheel*, one of the best of its day, and later as the founder of the *Motor Boat*, which needs no introduction.

Mr. Prial is making the best magazine that money and ability can produce, and he has abundance of both at his command. The paper is the best, the illustrations timely, up to date and excellent, and the matter everything it should be.

—*The Motorcycle News* (Springfield, Mass.).

It has been our pleasure to read your splendid magazine for the past four months, purchasing same at news stands, and I have been contemplating subscribing for some time past, but have not been able to do so until now. Enclosed find one dollar. I think there is a large field for your publication, one which will give all the news, all the time, about all the riders and machines.

A. T. WILSON, Motorcycle Mgr.,
Ollier & Worthington.
Los Angeles, Cal.

I am in receipt of No. 9 of MOTORCYCLE ILLUSTRATED, and want to congratulate you on the fine paper you are getting out. I hope you will be as successful as you were in the days when you published the WHEEL, and if good will has anything to do with it, I am sure you will succeed. With kindest regards, I am, Yours very truly,

F. C. GILBERT,
Sales Manager, Pope Motor Car Company.

I have seen my newsdealer and he has ordered a lot of your magazines from the American News Company, and I think in a short time it will be read extensively here. You are getting out a good motorcycle paper and it deserves success. Yours truly,

R. W. HATCHER.
Milledgeville, Ga.

Copy of MOTORCYCLE ILLUSTRATED received. It is surely the best magazine of its kind ever published and surely one copy is worth the price of a whole year's subscription.

N. J. BEAUDETTE.
Sheldon, Iowa.

Here's my sub. Should have sent it long ago, for your paper is brimful of good, snappy motorcycle news which touches the right spot in the hearts of riders. I will never be without a copy in the future.

HOWARD FRENCH, Indian Agent.
Baltimore, Md.

Each issue of the new MOTORCYCLE ILLUSTRATED is worth two of the old, and as it comes twice as often, my dope is that it is four times as good as the old one was.

Kenosha, Wis. M. H. MILLS.

I am very much pleased with your paper and will lend a helping hand when I can. Wishing you success, I am.

E. E. BURKHARDT.
Knoxville, Tenn.

Paper is eagerly looked forward to. I would not be at home without it. I renew subscription.—C. F. PALMER, Stamford, Conn.

Hope your publication will keep up its good work and the high standard which you now have.—EDWARD J. STONE, Indian Orchard, Mass.

CORRESPONDENCE COLUMNS

Magnetos, Stands, and Other Things

I have been using an Indian twin this year fitted with magneto, and as regards the latter, I wish to say that it has the battery beat to a standstill and is bound to make headway against all adverse criticism through sheer merit alone. A machine fitted with magneto is several miles faster per hour, and picks up faster on the start; then again, there is that very satisfying absence of ignition troubles that gives one so many bad moments during a season's use of battery and coil. The experienced riders will be the first to give this form of ignition a tryout, and none of them will ever go back to the battery, with its many puzzles and disappointments. Just a few drops of oil occasionally and a little external cleaning, including the terminals, are all that is necessary to a complete and satisfactory performance.

There is one other fitment that is such a convenience that it is almost a necessity, and I now marvel much at my stupidity or neglect in not fitting it long since. This is neither more nor less than a rear stand and carrier combined. There are several good stands on the market and one of the very best is made by the Motorcycle Specialty Co., 258 Columbus avenue, Boston. Aside from being a fine carrier for touring, they are always ready to drop down at an instant's notice, thereby making one's machine self-supporting. This means much in places where there is no convenient tree or post when one has a small trouble to hunt out, or repair to make, and it is furthermore useful in warming up the engine previous to starting same on the road. Every rider knows that it is no cinch to start up a very cold motor in the Fall and Winter, but with priming cups in the proper place and a stand under the rear wheel, even a lightweight like myself need not over-exert himself.

Motorcycles are getting swifter and more powerful each year so that rough roads with head winds and steep hills need not give us much concern if we can keep agoing. But machines are rapidly taking unto themselves much avoirdupois and we cannot always pick our ground on which to stop, so this added weight and tendency to inertia is a matter of no small moment in case one gets accidentally stopped on a long up grade, especially if he has a forecar or sidecar, with its fair burden attached. This brings to mind the advantages of the free engine and two-speed gear, now being so universally experimented with, and which certainly would be a nice thing to have under the circumstances hinted at above. Well, these are coming along with the magneto, although not so far advanced or perfected.

Yours very truly,
E. M. Estabrook.

Bangor, Me.

From Across the Pond

I receive my copy of Motorcycle Illustrated every fortnight safely. I think it is a very interesting journal, and it is splendidly illustrated; in fact it seems to have a style of its own. I am very much taken up with the accounts of different reliability club runs, and meets. It seems to me the roads must be extremely bad in places, for to read of a run of 100 to 150 miles as being a good performance seems strange to me, when a lady rider (Miss Muriel Hind) can ride from London to Edinburg (400 miles) in twenty-two hours riding to a schedule limit. It speaks well for the American workmanship, that the motorcycle ridden by Mr. Hastings, over here in the Lands End to John O'Groat's trials, should have come through so successfully. I look upon the Indian of the States as I do of the Triumph of England. I take this opportunity of wishing your periodical, the sport and all my brother motorcyclists across the water, every success.

Anxiously awaiting the next copy, I remain,

Yours truly,
Walter S. Low.

London, Eng.

Riding on Half-Mile Tracks

In reply to an inquiry of the Wichita Bicycle and Sporting Goods Company, in reference to riding on a half-mile dirt track, probably the best advice would be, "Don't do it." Unless only the very lowest-powered machines are ridden on a half-mile flat track there is an element of danger that cannot be eliminated, and it is positively criminal to allow an inexperienced rider with a fast machine on a track of this kind.

Every rider must learn for himself, and if ride you must on a small oval, practice and accustom yourself well to it before entering a race. The proper thing to do, however, is to control the slope of the machine according to the degree of the curve of the track, and this is done by tilting the handlebars rather than by any motion of the body. For instance, in coming along the stretch and preparing to negotiate a turn on a half-mile track, the rider of course having the pole at his left, the left grip of his handlebar should be lowered and the right grip raised so as to tilt the machine toward the infield. Very often, and especially on a small track, the turns may be negotiated better if the rider himself leans out; that is, in the opposite direction to which he tilts the machine. Apparently this disobeys the laws of centrifugal force, but as a matter of fact a very sharp turn may be made in this manner. As a rule the body should conform to the angle of the machine.

A Correction

As a keen British motorcyclist on a visit to the United States, I naturally read your excellent paper with the greatest interest. In the report of the English Tourist Trophy race that appears in your issue of the 15th inst., the reference to gasoline allowance is likely to be misleading, to American readers. The quantities referred to—1 gal., 4 pts., and 13 ozs. for the single cylinder class, and 1 gal., 1 qt., 3 pts., and 16¼ ozs. for the twins—are imperial measures. The equivalents in wine measure, I calculate as being 1 gal., 6 pts., and 6.88 ozs., and 2 gals., 2 pts., and 15.6 ozs., respectively. This consideration has an appreciable bearing upon the efficiency indicated by the performances.

With best wishes, I remain,

Very truly yours,
Harry J. Fisk.

Ardmore, Pa.

About "Energine"

Could you possibly put me on the track of naphtha, reported to me known as "Motorcine" and "Energine"?

—William Rockstroh.

The former name is unfamiliar, but Energine is refined and marketed by the Energine Refining Company, Cleveland, O. It was used to some little extent a year or two ago by motorcyclists in hill-climbs, etc., but is very seldom heard of now.

Attention! Accessory Men

Kindly give me the names and addresses of several manufacturers of motorcycle frames, bars, wheels, rims, engines and seats. Thanking you in advance for this information, I remain,

Very truly,
Paul S. Ware.

Box 108, Dayton, Ohio.

Manufacturers of the above named parts are asked to communicate with Mr. Ware direct.

Motorcycle Mart It Sells the Stuff Two Cents a Word

TRADE

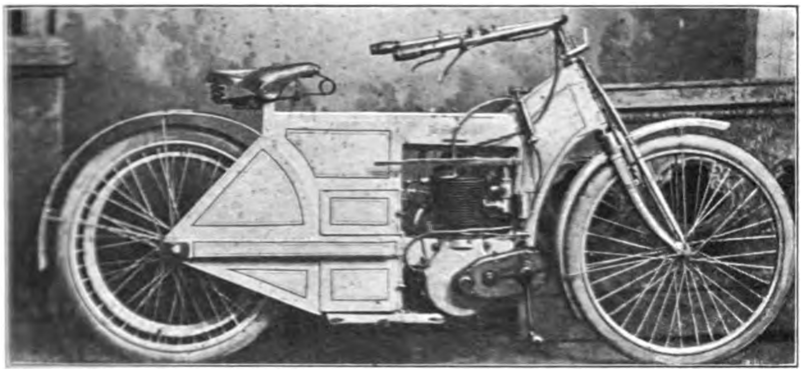
A NEWCOMER IN THE FIELD; THE MIDGET BICAR

A NEWCOMER in the field—as far as this country is concerned—is the Midget Bicar, the first catalogue of which has just been gotten ready for distribution by the Walton Motor Company, Inc., Broadway and Merrick Road, Lynbrook, L. I., New York. The Walton company will build the machine all but the motor, in this country, on the same lines that it is designed and manufactured in England by J. T. Brown & Sons. Space has been secured at both the New York and Chicago shows, and the Midget Bicar will make its bow to the public during the show season. Machines are now ready for the market however, and can be seen at Lynbrook.

It was at the Stanley Show in 1904 that the Midget Bicar made its first appearance, where the special channel steel girder frame and other distinctive features of its design created considerable [illegible] then the machine has made [illegible] name [illegible] stronger [illegible] will be imported and fitted. The smaller [illegible] will have a Fafnir motor, while a choice of [illegible] Peugeot or 5 h. Sarolea is offered for the twin [illegible] will be no pedal gear, footboards being fitted [illegible] of the saddle is only thirty inches from the [illegible] a very comfortable machine to ride over [illegible]. Among other features of construction in [illegible] the manner and ease with which the rear wheel [illegible] for replacements, the manner of swinging [illegible] for tuning up, etc., handle starting, two [illegible] the tank arrangements.

[illegible] the frame construction, the greatest variance [illegible] type of motorcycle is in the tank arrangements, in which they enclose the whole space [illegible] wheels. The idea is to do away with all niches and corners in which dust accumulates so rapidly. All that is necessary to keep a Bicar clean is to wipe over the plain surfaces with a duster. In rainy weather too, the rider is fully protected from the mud.

The motor is hung well forward, where the enclosed body does not cut off a free circulation of air around it. Its position also affords an even distribution of weight on both wheels when the machine is being ridden. A V belt is used, either leather or rubber, and it can be tightened by drawback bolts, in the same way that ordinary cycle chains are adjusted, the back brake being brought back with the wheel and kept in adjustment by the torque rod fitted. This does away with the necessity for an idler pulley when adjustable pulleys are used, as the slots at the back are 2¾ inches long and allow for ample take up in the belt, when the gear is reduced.



Owing to the absence of pedaling gear, and to the unique design of the back brake, the back wheel can be taken out in two minutes by merely loosening the back spindle nuts and one other. The special stand fitted to all models enables either wheel to be raised from the ground.

The specifications of the twin model are as follows:

Engines—5 h. p. 75 x 75 m/m, twin cylinder Peugeot. 5 h. p. 70 x 80 m/m, twin cylinder Sarolea. Tires—Clincher 26x2, or to order. Frame—Special patent steel girder, guaranteed twelve months. Mudguards—Front, crescent shaped, extra wide; back, special flat "car type," mud shields around back wheel. Carbureter—Longuemare for Peugeot engine; Sarolea for Sarolea engine. Ignition—Batteries and coil. (Trembler or Non-Trembler). Transmission—⅞ in. V belt, leather or rubber optional. Brake—Acting on belt rim, operated by foot lever. Batteries—Any standard dry cells. Gasoline Capacity—2½ gallons. Weight—170 lbs. Lubricating Oil Capacity—3 pints. Price—$310 complete with stand. Extras—High tension magneto. Spring Fork. "Brown" Adjustable Pulley. 2½ in. or 2¾ in. Tires when ordered. Storage Battery.

I[illegible] looking up" in Newburg (N. Y.). (This is [illegible] some of the streets in that city are [illegible] rough that most riders have an unholy dread [illegible]. A club is in fair way of organization in [illegible] are being established there. Wm. J. [illegible] secured the exclusive representation of [illegible] for all of Orange County. He also ex[illegible] much larger territory on the Indian [illegible]

SOMETHING is wrong with Charleston, S. C. The Army Cycle Manufacturing Company, 130 Meeting street, in that city, advise us that there are no motorcyclists in Charleston. This seems quite extraordinary.

ONE of the agents in Los Angeles, Cal., reports that the last year's business in motorcycles and accessories amounts to $200,000, which substantiates the statement that motorcycles are becoming more popular every day.

Have You Noticed?

¶ In every big event that tries the reliability, power and speed of fully equipped motorcycles, the

Excelsior Wins

¶ In the Chicago Motorcycle Club Reliability Run from Chicago to Kokomo and return, 415 miles in two days,

In a field of 18 starters
3 were Excelsiors

Eight Finished
3 were Excelsiors
and all with perfect scores

¶ Thus is proven the quality of the Excelsior stock machine, exactly as it is delivered to every customer without special preparation or equipment.

¶ No Excelsior is better than any other, but all are better than any other make.

¶ Our catalogue M. C. 22 tells you why. Write for it.

Excelsior Supply Company

ESTABLISHED 1876

233-237 Randolph Street, Chicago, Illinois

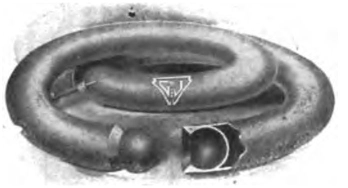
Facts About Clement Motors

CLEMENT motors are designed by the well known firm of A. Clement and Cie, Paris, France, who have earned a reputation in the automobile world which has never been surpassed by any concern. While Clement bicycle motors are not built for speed, they have established records which have never been equaled by motors of the same horse power. At Paris, in 1902, Basil de Guichard made a long distance record in competition by covering 875 miles in 73 hours, with a stock 1¼ h. p. Clement motorcycle, averaging over 12 miles per hour, including all stops, for gasoline and rest, without an adjustment or replacement of any kind. Sauveinire on July 17, 1903, at Ostend, Belgium, made a record of 110 kilometers per hour, for 32 4-5 seconds, a speed equal to 69 miles per hour, on a twin-cylinder Clement. Henri Fournier established the motorcycle record of the world on September 11, 1903, covering five kilometers in 2 minutes, 1 second, an average of sixty-four miles per hour, on a twin-cylinder Clement.

The small Clement motor, adapting itself to all kinds of bicycles without modification, is of one and one-quarter (1¼) horsepower and of the four-cycle type. The cylinder and cylinder head are cast separately and are an example of finest casting that can be found. A ground joint is used which does away with copper gaskets. The crank shaft and balance is a single drop forging, while the main bearing is three inches long and made of special metal. The outside flywheel is a strong feature of the Clement motor, as it balances the motor on the frame, and is large enough in diameter to entirely eliminate vibration at all speeds. The cylinder and piston rings are all ground on grinding machines, which insures perfect compression. These outfits may be obtained from the Clement Motor Equipment Co., 1900 Broadway, New York City.

Brand New G & J Tube

IT had been noised about for some little time that the G & J Tire Company had some surprises to spring in its motorcycle line for the coming year. Announcement has just been made of one of these, a new inner tube of the butt end type, which will be known as the G & J Socket-joint inner tube, deriving the name from the ball and socket fashion in which the ends fit together, as shown by the accompanying illustration. Like other tubes of this type, it was designed to permit removal in case of puncture without taking the wheel out of the frame. Tubes that have been put out and thoroughly tested have proven highly satisfactory, and there will no doubt be a strong demand for them among the riders. The G & J Company will follow up its policy of finding out first what is wanted in the motorcycle field and then supplying the demand in the future just as closely as it has done in the past. It will be remembered that this company was the first to pay any marked attention to this field; in fact, the double clincher tire and hollow re-inforced rim for motorcycle use were developed by the G & J Company.



ARTICLES of incorporation of the Minneapolis Motorcycle Company were filed with the Minnesota Secretary of State on September 26. The company is capitalized at $50,000, and its papers state that the manufacture and repair of motorcycles will be engaged in. The incorporators are Joseph M. and Walter E. Michaelson and Charles S. Gilmore.

THE Common Sense Shoe Co., of Reading, Pa., make good their name by using for their deliveries a Reading Standard tri-car. This little machine is well adapted for this work and especially so where there are hills to surmount.

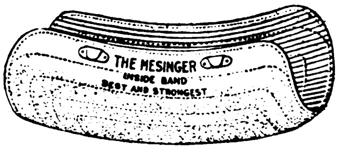
More Room for the Indian

SPRINGFIELD, MASS., will continue to be the home of the Indian. This was definitely settled some ten days ago when the Hendee Mfg. Co. purchased the four-story brick building in which the Indians are now made, and the property it stands on, outright. The company also secured enough of the adjoining real estate on Wilbraham road to erect a big addition to the present plant. Although their lease had another two years to run, President Hendee had been seeking a new location, as the owners of the building now occupied had refused either to sell or erect the new buildings necessary to the rapid growth of the Hendee Co.'s business.

The purchase has been affected, however, and architects are now at work on plans for the new buildings. These will be of the same style of construction, and when completed the factory will be fifty feet wide, as at present, and 285 feet long. It is now a little over half this length. In addition to this extension a separate power house will be put up and a stock room tool house, in the form of an L, fifty by fifty feet, will be built.

A Successful Repair Band

YOU need not live in dread of a blowout at some weak point in your tire if a Mesinger inside tire repair band be fitted between the tube and shoe to strengthen it. These bands have proven highly satisfactory, and the manufacturers, the H. & F. Mesinger Co., of 1801 First Ave., New York City, are ready to quote prices to the trade and to individuals. One of these bands has been used in a defective tire during the whole of this summer, and it is still in a good-as-new condition. The band affords a permanent as well as temporary repair, and is made small enough for two-inch tires.



A HARLEY-DAVIDSON agency has been established with Siddons Brothers in Joliet, Ill. The first machine was delivered the early part of last month, and has met with instant favor. There are fourteen motorcycles of seven different makes now in use in this town, and the business looks very promising for the coming year.

THE Thor motorcycle, which finally broke the tie and won the Class B cup in the Chicago Kokomo-Endurance Contest, was equipped with Morgan & Wright tires. That puts the final touch on Morgan & Wright's really exceptional record of having their equipment on six out of the seven perfect score winners in the contest itself.

THERE were registered, from March 1st to April 30th, 367 motorcycles at the bureau of the London County Council, bringing the total number registered in London (Eng.) to 8,508.

WHAT'S the matter with Covington, Ky.? It is reported that there is no motorcycle agent there, though there are motorcycle riders. The town has two bicycle agents—John Hanauer, 409 Madison avenue, and Fisher Bros., 1046 Madison avenue. Wonder if they could be gotten in line?

THE business of the Auto-Cycle Garage, Keene, N. H., has been purchased by Ormon L. Blake from Walter H. Pitcher. The business was formerly run by Blake and Pitcher, but the former sold out his interest in the company last spring.

THE MOTORCYCLE MART
SELLS THE STUFF
TWO CENTS A WORD

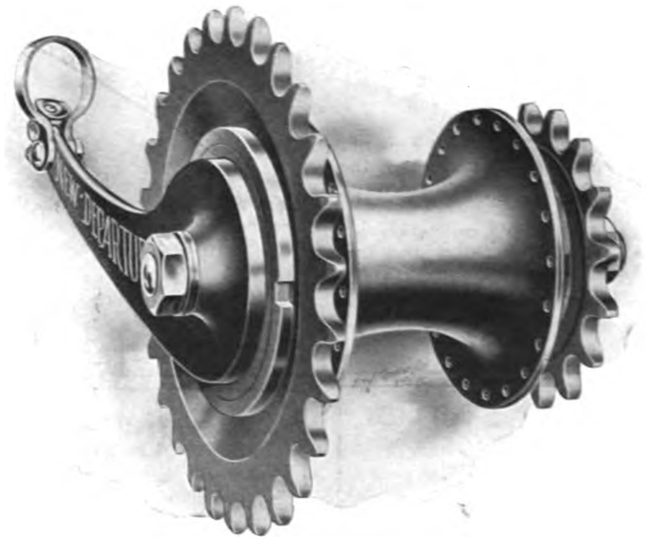
All 1909 M.M.'s Have

MAGNETO IGNITION

Secure Your Territory Now

AMERICAN MOTOR COMPANY, Brockton, Mass.

MR. GEO. F. JENKINS, Factory Representative, 10 WEST 6 th STREET, NEW YORK CITY



Model BB for Chain Drive

NEW DEPARTURE COASTER BRAKE

For Bicycles and Motorcycles

This is the make so many motorcycle riders are talking about—the make that is reliable every time. Perhaps you are having brake trouble. If so, investigate the New Departure.

The New Departure Manufacturing Co., Bristol, Conn.

WITHIN THE FOLD

Phoenix, Ariz.—C. A. Turney, J. A. Wilson, H. E. Buckingham and F. A. Carr recently made a two-day trip to Roosevelt and return. The journey was made without mishap, excepting tire troubles. They left Phœnix Sunday morning, September 7th, at 5.30 a. m. and left Mesa two hours later. They were delayed at Tempe while waiting for other cyclists to join them. The run from Mesa to Fish Creek was made by 1.30 and Roosevelt was reached at 2.30 p. m. in the afternoon. The rest of the day and the night was spent at the dam, taking in the sights, and there was never a dull moment during that time.

The party left Roosevelt the following morning at 6 o'clock. All the cyclists run up the steep Fish Creek grade with success, stopping only occasionally to allow the motors to cool off. Mr. Wilson, having the lowest geared machine, made the climb without assisting his engine by pedaling. Breakfast was taken at Fish Creek. Phœnix was reached early in the afternoon.

* *

Minneapolis, Minn.—A party of motorcyclists composed of A. D. Kelley, riding a four cylinder machine; Quade C. Weld and Lawrence C. Long, on single cylinder machines, have returned after a two days' ride to Chester, Iowa, a distance of 175 miles. The party made excellent time on the trip down, the actual running time being eight hours flat. The riders started from Minneapolis Thursday morning, October 15, at 8:30, and reached Chester at 6 o'clock the same evening. The return trip was started Friday morning and the riders made excellent time up to the time they got to Northfield, where a punctured tire and a broken fork caused a long delay. The roads below Faribault were in excellent condition, the riders declaring them better than any local boulevard.

* *

Omaha, Neb.—Louis Flescher made a record run from Omaha on his motorcycle to Norfolk Wednesday, October 14, when he went to O'Neill to register for the drawing of the Tripp county land. He rode his machine from Omaha to Norfolk and back, and went from Norfolk to O'Neill by train. Mr. Flescher left Omaha at 6:30 a. m. and reached Norfolk at 12:25, having covered a distance of 131 miles, the extra distance being registered on his cyclometer because of losing his way. As it was he made better time to Norfolk than a railroad train which left Omaha at 7:40 the same morning.

* *

San Antonio, Tex.—W. S. Hall, of this city, is the owner of a new Indian, and he has had much entertainment in the few days he has possessed it. Motorcycles are getting more popular here every day.

A. A. Newell made a moonlight run of 100 miles on his motorcycle last week. He is an enthusiastic rider, and this is but one of his many trips for long distances in a short time.

* *

Washington, D. C.—W. R. Houcken recently purchased an Indian motorcycle from the Ford Motor Company.

MOTORCYCLE MART

BUY: SELL: EXCHANGE

Two Cents a Word Cash With Copy

HEATH'S CHALLENGE BELTS—Auto or motorcycle; "V" or flat; any size or length; pliable as a string, grips like steel, non-slipping. State your needs, will send folder and price. Manufactured by Heath, 284 Columbus avenue, Boston, Mass. Carried in stock by Thiem Manufacturing Company, Minneapolis, Minn.; the Auto Goods Company, Denver, Col.; Central City Rubber Company, Syrause, N. Y.; C. L. Smith, Los Angeles, Cal.

FOR SALE—1908 M. M. Special. Been used two months, very powerful and fast. New tires. Trial allowed the right party. $125. C. E. Crout, Readville, Mass.

FOR SALE—1908 single-cylinder Curtiss, 26-inch wheels, tandem attachments, luggage carrier and Standard Jones Speedometer and $25 worth of extras. I made a perfect score with this machine in New Jersey Motorcycle Club's Labor Day Endurance Run. Price, $135, cash or diamonds. Carl W. Bush, Caldwell, N. J.

WANTED—Sales manager wanted by large corporation to take charge Eastern business with headquarters in New York. Must be thoroughly conversant with Motorcycle or Automobile business, capable of appointing agents, and producing results. Excellent opportunity for right man. State age, salary wanted, references and full particulars. Strictly confidential. Address A. B. C., care Motorcycle Illustrated.

New York, N. Y.—Among the hundreds of motorcyclists who came to town to see the Vanderbilt Cup Race on October 24 were six riders from Rochester, all on Harley-Davidson machines. The party was composed of Ward Fisher, Lawrence Smith, A. Jewelmen, William Damm, Warner Dolph and Harry Springer. On Monday following the race they started back for home by way of the Catskills.

* *

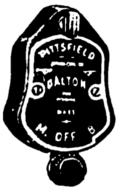
Danville, Ill.—Chas. Swisher, president of the Danville Transfer & Storage Co., has purchased a new 3-h. N. S. U. Mr. Swisher, like many others in the good old days of the bicycle, was an enthusiast, and now that motorcycles have come to the front and proven so popular, has placed his order for one.

* *

Clinton, Kas.—Dr. Mark Beach has purchased a motorcycle and has been using it in his practice for the last two weeks. Dr. Beach says that he has not tested the machine enough to know its merits, but he has found it satisfactory so far.

* *

Lorain, O.—Dr. Webster has purchased a new motorcycle. It is geared very high and will make about a mile a minute on the road. He expects to use it mostly for racing.



NEW PITTSFIELD SWITCH
The ONLY Magneto Copper Switch
that is perfectly DEPENDABLE.
Our Guarantee is Absolute
Write for full particulars
Pittsfield Spark Coil Co., Dalton, Mass.

Pfanstiehl Motor Cycle Coils
Are Guaranteed for 5 Years
Study our method of construction and learn how this is possible.
Standard equipment with six of the leading manufacturers.
Write for particulars
PFANSTIEHL ELECTRICAL LABORATORY, North Chicago, Ill.

C. O. T. Gum Gum. Ask your dealer how nicely it repairs digouts in your auto shoe. For sale by jobbers. CHAS. O. TINGLEY & CO., Rahway, N. J.

MOTORCYCLE SUPPLIES
• SEND FOR CATALOGUE •
MOTORCYCLE SUPPLY CO.
HAMMONDSPORT. N.Y.

THE MOTOR CYCLE 1d
The British Motor Cycle
NEWSPAPER
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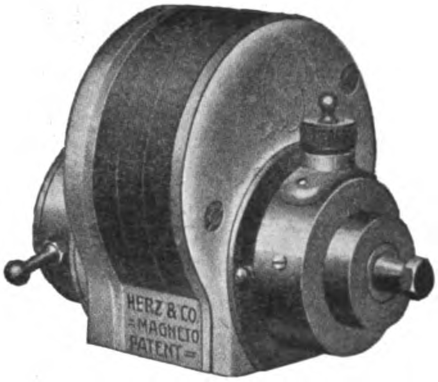

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Won by J. F. McLaughlin.
1000 Points. N. S. U. 6 h.p.

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The three F. A. M. endurance contestants who rode the famous N. S. U.'s have just been presented with their gold medals.

Not only did the N. S. U. motorcycles surpass the performances of all other makes, but not a change or replacement was necessary during the entire racking trip.

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No Trouble Anywhere

THINK!

The highest average number of points were won by the

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A motorcycle that can do this—not once—but repeatedly is worthy of your earnest consideration.

Write for Catalogue "M."

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CORBIN The Coaster Brake that earned the right to lead, not by words but by deeds, and many of them.

Whether applied to

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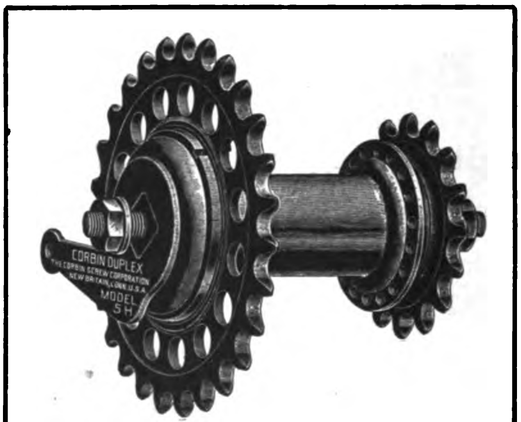
it has proven uniformly satisfactory.

Every one knows that the name Corbin is but another term for quality.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THE CORBIN SCREW CORPORATION
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CORBIN MOTORCYCLE COASTER BRAKE

We are ready to talk 1909 Business

Corbin Screw Corporation, HIGH ST., NEW BRITAIN, CONN.

Cut is one-half actual size

THINK OF THAT!

The "Breeze" Motorcycle Carbureter

Not reduced from Auto or Boat size,
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WEIGHS FOURTEEN OUNCES
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Competitors charge more for more weight, a waste of money on your part for results that are not so good.

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We're ready to quote the trade anywhere, any time. You'll get warm-blooded liberal treatment.

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MORGAN & WRIGHT-CLINCHER-MOTOR CYCLE
THE BASKET-WEAVE TREAD

Going to Ride Your Motorcycle Much This Winter?

No reason why you can't,
especially if you live in the city.

Snow, ice and slippery pavements have very little terror for one of these powerful little machines if it is equipped with a "really and truly" non-slip tire.

Morgan & Wright's Basket Weave Tread Motorcycle Tires
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We are now making this tread in a heavy "Tourist" type designed for unusually severe service.

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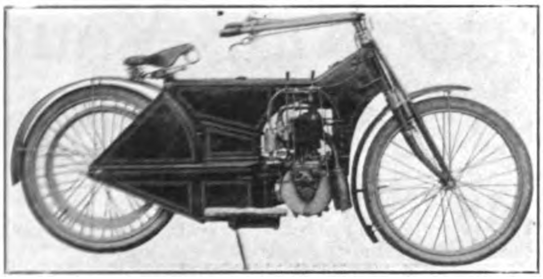

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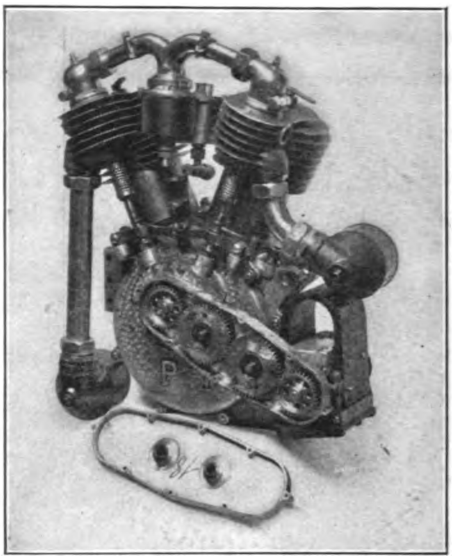

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will ride another saddle after he has tried a **Mesinger 1909** fitted with **Shock Absorber**

America's Original Saddles

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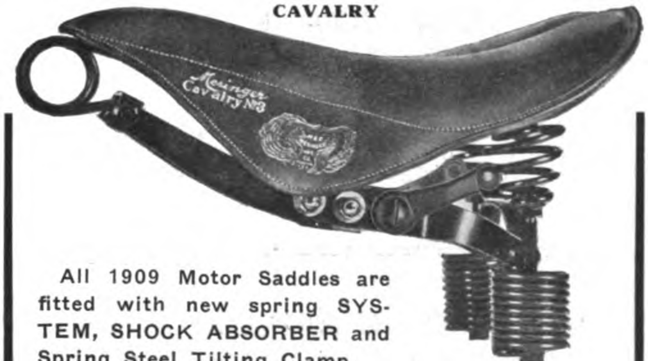

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We send samples to Manufacturers and Jobbers on approval

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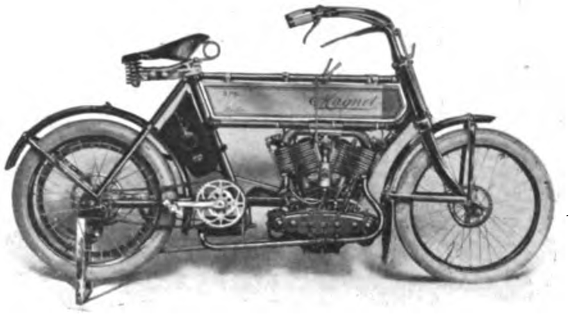
Manufacturers of Bicycle and Motorcycle Saddles

MAGNET TWIN—5½ H.P.

With Two Magnetos

Built Four Years Without Any Change



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have during the past season by their consistent performance gained for themselves an enviable reputation and universal recognition, not in one particular locality, but wherever introduced. The list of winnings and notable performances has grown so rapidly that space will not permit enumerating all here, but copies of same can be had and all other details regarding exclusive points of construction, operation, etc., by request, to

Merkel Motor Co.
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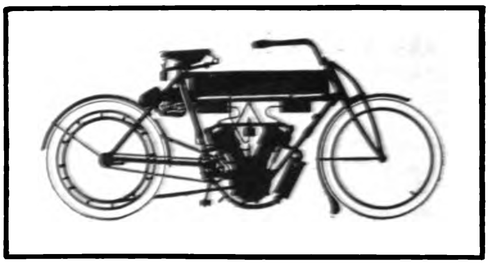

Roller bearings are as essential in a motor as ball bearings in a bicycle. "CURTISS MOTORS" are roller bearing throughout.

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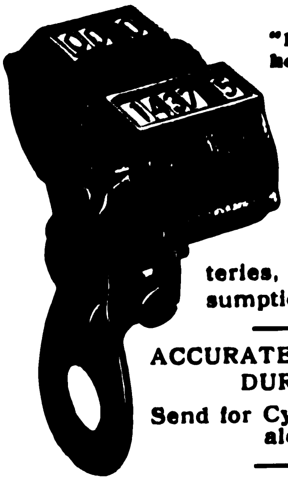
FOR MOTORCYCLES



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It also tells just what you ought to know regarding tires, batteries, gasoline consumption, etc.

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Represented in Great Britain by Messrs. Markt & Co., Ltd., 6 City Road, Finsbury Square, London, E. C., England

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THOROUGHLY RELIABLE

Attached to handle bar—directly before rider.

Operated by flexible shaft and gear.

Nickeled. Weight 10 ounces, 2¾ inch dial. **Send for Pamphlet**

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A Single-Cylinder STOCK Machine made this Record at Point Breeze Races, Philadelphia, Pa., May 23, 1908

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10 Mile Australian Pursuit Race: L. Steinhauser, Second Place
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Bradley Motor Co., 268 Diamond St., Philadelphia, Pa.

FOUR YEARS BEFORE
any other American manufacturer
Armac Introduced
and equipped their Motorcycles with the
28° V Belting
We are still using the same Belt

WHY?

Because it is the only perfect transmission for a Motorcycle. *"The Belt that requires no Idler."* Transmission, combined with the many other talking and selling features, makes the Armac Agency most desirable, for a demonstration of Armac's Power, Quiet, Comfortable Riding Qualities is all that is required to get Repeat Orders.

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I feel that I *ought to* join the FEDERATION OF AMERICAN MOTORCYCLISTS. Please send me particulars.

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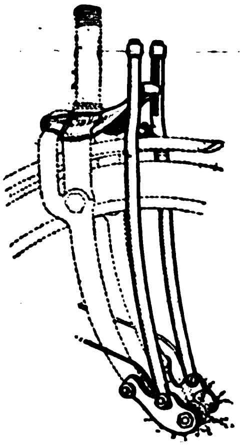

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Easily attached to any Motorcycle

Absolutely essential for comfort

Absorbs all shocks, jolts and vibration

J. Harry Sager, ROCHESTER, N. Y.
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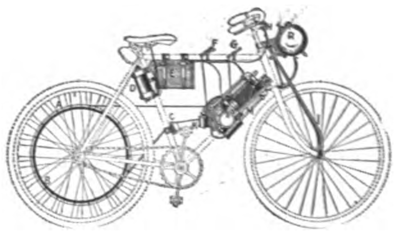
Convert your Bicycle into a Motorcycle For $65

Clement Motor 1¼ H. P.



Weight 20 lbs. Speed 30 Miles Per Hour

Our Motorcycle Equipment, consisting of everything complete to convert any bicycle into a motorcycle, price, **$65.00**

We guarantee these Motors for one year against any defect in workmanship or materials.

Motor Complete with Carburetor and Muffler, $35

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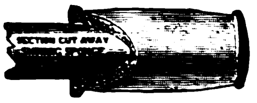
CLEMENT MOTOR EQUIPMENT CO.
1900 BROADWAY, Cor. 63d Street, NEW YORK CITY

To the Buyer of a 1908 Motorcycle

To make Riding Comfortable
YOU MUST USE



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If not regularly furnished on your new mount, specify them when ordering and get them without extra charge

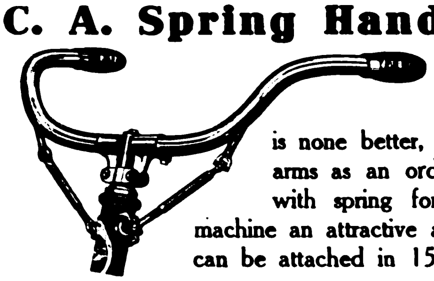
INSIST ON HAVING THEM

No other Grip can take their place to avoid "THAT NUMB FEELING" in hands and wrists

All up-to date manufacturers are using them. Leading jobbers everywhere carry full line

MATTSON RUBBER COMPANY :: LODI, N. J.

C. A. Spring Handle Bar



As a shock absorber there is none better, doesn't jolt the arms as an ordinary rigid bar with spring forks, gives your machine an attractive appearance and can be attached in 15 minutes.

Write for further particulars

The C. A. Spring Handle Bar Co.
332 7TH AVE., NEW YORK

Kindly always mention the paper when writing advertisers.

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SHAMROCK-GLORIA RUBBER BELTS

Big Contests, whether endurance or speed, are won by machines equipped with Shamrock-Gloria Belts

Tourist Trophy Races, Eng.
8 out of 10 Singles — 7 out of 9 Twins were equipped with the S.-G. Belts

A clean, positive drive—Just the transmission for the Fall and Winter—It's the world's record belt—70 miles an hour

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All of the principal motorcycle records have been broken during the year.

The winning machines invariably used the

SPLITDORF Motorcycle Plug

Now Why?

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Patents Pending.

WHAT YOU HAVE BEEN LOOKING FOR

O. M. C. Motorcycle Stand

Weight only 3 pounds 9 ounces
Price, complete, $3.50

FEATURES: Rear wheel can be removed without interfering with Stand. Easily attached. Handsome in appearance. Light and compact. Locks automatically up or down. Made of best steel throughout. Released by the foot. Operates from one side. Having no separate legs, cannot get into the spokes.

Clamps of new design, having two point contact on frame, which eliminates all danger of tubing crystallizing. Quickest operated. Beautifully nickeled and enameled in Black and Indian Blue.

Specify make of machine when ordering

Manufactured by

Oberwegner Motor Co.
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Peugeot Wins

The Classic **English Tourist Trophy Race** has been won **three** consecutive seasons by Motorcycles fitted with **Peugeot Motors,** defeating every other prominent make entered in their class.

SIMPLEX MOTORCYCLES are fitted with PEUGEOT MOTORS

"The Fastest in the World"

A limited number of single and double cylinder motors in stock, ready for immediate delivery. Price and particulars upon request.

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Manufacturers 1900 Broadway, N. Y. C. · Importers

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comprising the correct names and addresses of more than 2,100 persons, all Owners or Prospective Purchasers of Motorcycles and Accessories. Many Dealers included in the List

Motorcyclists, send for our Price List of motorcycles, new and Second Hand—also of Sundries and Accessories

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RESULT FROM THE USE OF

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Removes Grease, Rust, Oil Stains, etc., and leaves the Skin Smooth and White

8 oz can 10c. 32 oz. can, 25c. 5 lb. can, 50c.

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MOTORCYCLE PUBLISHING CO., 299 Broadway, New York

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—THAT'S WHY HE LAUGHS—and well he may, for, the man who rides the 1908 N. S. U. will be happy and contented.

HE'LL GET THERE
and HE'LL GET BACK
and what's more at the time set.

There are a few fundamental points of highest merit embodied in the N. S. U. which should be considered by every purchaser, these are:

The Standing and Experience of the Manufacturer;
The Care used in Construction;
The material employed;
The Appearance;
The Power;
Price.

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Anderson Street (Cor. Linden Street) Hackensack, N. J.

1909

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MOTORCYCLE ILLUSTRATED

Vol. III November 15, 1908 No. 16
MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

THESE
THREE INDIANS

Hold
All
Records
1 Mile
to
100 Miles

All
Rode
Over
60 Miles
in
1 Hour

HOLD EVERY NATIONAL CHAMPIONSHIP

THE MACHINE THAT DOES THESE THINGS IS
A GOOD MACHINE EVERYWHERE, EVERY TIME

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R-S MOTORCYCLES

Are built for every day use, not for speed only; but just the same **R-S MOTORCYCLES WIN**—and win consistently and on merit solely.

On October 10th, on the Point Breeze Race Track, Philadelphia—

R-S Wins Second, ridden by an amateur, who defeated all of the best expert riders of America, except one.

Three R-S machines were entered and all three were in the race at the finish; the only make of machines finishing with all entries.

At Cheyenne, Wyoming, September 19th—

R-S Motorcycles Won First in All Events.

At Washington, D. C., September 4th—

First in All Events.

At Indianapolis, Ind., September 19th—

First in Two Events—defeating **Specials** sent across the country to make a killing.

R-S Motorcycles are renowned for general excellence; not for speed only—No other good quality has been sacrificed for speed in their construction.

STAUNCH, RELIABLE and ECONOMICAL
If you want "America's Best" ride an "R-S"

READING STANDARD COMPANY

READING, PENNSYLVANIA

MOTORCYCLE ILLUSTRATED

Vol. III. No. 16 Nov. 15, 1908

PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY

MORE SHOW MATTERS DISCUSSED

ADVERTISING ELECTRIC SIGNS AND PRESS AGENTS THE SUBJECT OF NEW YORK MEETING

THE show situation was again under discussion on Wednesday, November 11, when George M. Hendee, William F. Remppis and E. L. Ovington of the Motorcycle Manufacturers' Association show committee met at the Transit Building in New York and conferred with S. A. Miles, M. L. Downs and Chester I. Campbell, managers of the Chicago, New York (Madison Square Garden) and Boston shows, respectively.

All matters pertaining to the motorcycle exhibits in the three cities were discussed, principally that of publicity in the advertising put out in the class and daily papers around show times by the respective managements. The committee was met more than half way by the show promoters, who gave their requests due consideration. In fact, the managers had already made arrangements to give the motorcycle exhibitors advertising publicity that they have not had in former years. Every effort is assured that will help stimulate the growing interest in the two-wheelers.

It is even planned to make "Motorcycle Exhibit" a part of the lettering in the big electric signs that adorn the roofs of the exhibition halls while the shows are in progress. The subject of a special publicity man was also taken up, and the show people assured the committee that if the motorcycle makers desire to employ a press agent of their own he shall have every facility offered him to aid his efforts. It is not definitely decided, however, by the manufacturers that a man should be engaged for this work.

Colonel George Pope was also present at the meeting in the offices of the A. L. A. M., and he showed the liveliest interest in the plans and efforts of the M. M. A.'s committee. Views were exchanged, and the motorcycle interests and prospects were gone over at considerable length.

Additional spaces have been taken at the Madison Square Garden show by the Persons Manufacturing Company, Crouch Motor Company, C. A. Metzger Company, *Bicycling World* and MOTORCYCLE ILLUSTRATED. At the Chicago show these concerns will also exhibit, in addition to the list given in these pages October 15: Pierce Cycle Company, Merkel-Light Motor Company, Hornecker Motor Manufacturing Company and the Minneapolis Motorcycle Company.

The Boston show, which will be held March 6 to 13, in the Mechanics' Building, will devote considerable space to the motorcycle. Department D, in the basement, comprising twenty-nine spaces, has been set aside for these exhibits, and already some ten or twelve makers have applied for allotments.

ON the eve of their retirement the Kings County (New York City) Grand Jury for October handed in a long presentment, in which, among other things, they made a strong recommendation for more stringent dealing with the rapidly growing motorcycle violations of the speed laws. These little two-wheeled motors, they declare, are apparently immune from speed law requirements, and, as they are harder to stop, turn and handle generally than the larger and more easily controlled motor cars, form a more serious menace to life. The Grand Jury pointed out that although motorcycles had been responsible for many accidents during the last year, not one case of imprisonment had followed, and that the greatest fine imposed for either accident that resulted in injury to persons or violations of the speed law was a $50 fine.

THINGS are looking up here in New York. What with the enthusiasm that was displayed at the Morris Park races, and the impression that was left with the crowds at the Vanderbilt Cup race, the motorcycle is rapidly to come into its own. Already the subject of a real, big road race for two-wheelers has been broached, and to take place on the Long Island Motor Parkway, no less. President Ovington of the F. A. M. received an inquiry on the 30th of last month from A. R. Pardington, general manager of the Long Island Motor Parkway, in which a hundred mile race was mentioned, to be held if possible on Saturday, November 14. Of course, the time was too short to secure a good entry list, and the season is getting on. Such a race is, however, more than a possibility for the early spring. In fact, President Ovington is to go ahead and formulate plans for it this winter.

NO person under sixteen years of age will be allowed to drive an automobile or motorcycle through the streets of the city of Omaha, Neb., and all others who run the machines must first secure a permit so to do from the city boiler inspector. The permit will be issued only upon the applicant passing a rigid examination showing that he thoroughly understands the machines and is capable of operating. This, in brief, is the substance of an ordinance which Councilman Thomas McGovern has prepared and which he will introduce in the council in the near future.

SOME MAGNETO WRINKLES

By THE DOCTOR

THE days of dry cells as a standard ignition are numbered, but they'll die hard because the average motorcyclist does not know the magneto inside out, and he guesses that if it should happen to jib with forty miles and a 20 per cent. sandstrewn climb between him and his pet repair shop, he'll be bumping his head against a pretty tough proposition. In time he'll dig out the fact that the history of the magneto on the road is not a sultry history. In fact, in some 50,000 miles on this ignition, I've only known two troubles occur which stopped the machine, and neither of them will be braintwisters for any one who digests these notes. The other troubles are of the ordinary stop-and-twiddle variety, to which all ignitions are prone at intervals.

To commence with, all magneto manufacturers issue very complete directions for taking the device to bits. Only two maxims are needed to save the biggest duffer who ever sat and trembled on top of a gasoline tank from working damage in this process. One is the eternally sound mechanical maxim always to use brains instead of brute strength in taking machinery to pieces; the other is to lay a spanner across the toes of the magnets as soon as you've got the armature out, or else they will lose power. With this proviso we can dissect the troubles we may expect.

"Cherchez la femme" is a good maxim in ignition stops with a magneto, if you read "bougie" for *femme*. It's the plug that's responsible for 99 per cent. of the halts. To test the plug is somewhat more awkward than with a coil, as you have to get the magneto revolving at a fair pace to produce a comfortably visible spark. I always pedal the machine on the stand, and touch the high tension terminal on the magneto, and also the plug, with a bare finger. The shock is hot, but not staggering. If a shock is received from the plug wire, the magneto is obviously all there, and I close the gap at the plug points till they're just not touching and see if the engine will fire. (The points *must* be as close as they'll go without touching; otherwise the safety gap inside the magneto is the shorter of the two, and electricity is dead nuts on a short cut.) If there's no shock from the plug, I try to find one at the high tension terminal on the magneto itself. There's simply bound to be a shock awaiting you here, but it may be an emotional shock, not an electrical shock. Let us first suppose there is only an emotional shock, consequent on the absence of an electrical one. If there is no current at all reaching this terminal, one of three tests will discover and remedy the cause.

First, take lid off contacts and revolve engine so as to turn armature. Note if the platinum points actually break contact; be careful, as the correct break is only 1-50 inch. If they don't you will see the fiber cam is worn down on its hump. The best treatment is to stick a bit of adhesive plaster on, so as to temporarily raise the hump until a new fiber can be gotten. Failing this, sink the fixed platinum point, as recommended on page 6, September 15th issue of this journal. If no tools are available, nor any plaster, jamb a bit of wood, or something similar, between fiber and its brass ring holder, just under cam, as the fiber is pliable enough to be distorted. As soon as points are thus made to break, the engine will fire. *Quick* wear of cam means the ignition rod is bent, causing cam to ride crooked.

Second, supposing fiber cam is all right, and points are found to be breaking, suspect the high tension terminal holder. It is made of brittle vulcanite, and easily cracks if it is ever fiercely tightened. Try a spare if you have one. A replacement of this should always be carried, but will not be needed if original is tenderly handled.

Third, if this effects no improvement, remove the switch wire from screw above contact breaker. This switch is simply a means of causing an intentional short circuit, and if dirty or shoddily made, has been known to cause a short circuit all the time. These three derangements exhaust the list of absolute stoppages which I have ever encountered.

Returning to the high tension terminal, we will now consider what to do if, instead of a fierce marrow piercer of a shock, a mere gentle tickling salutes your timid finger. This is a more awkward matter. It means only partial current, leading to stubbornness in starting and weakness in running, though a port can probably be made if the machine can be forced to start, e. g., down a nice falling grade. But a little experience will restore the old time kick. There are a lot of points to be looked at. The following is a good order to tackle them in:

First, detach switch wire, and try again.

Second, clean exterior of magneto on contact breaker end and around high tension terminal, and try again. If wet on exterior is the trouble, smear the magneto with vaseline till a proper rubber cover can be obtained.

Third, detach contact breaker by removing central hexagonally headed bolt. It will probably be oily. Swill it liberally with gasoline, and try again. Mop its back side nice and bright, and also mop brass face of armature case behind it. Rub platinums smooth, flat and white, using a dust file on them if pitted. Make sure break does not exceed 1-50 inch and set sparking plug points dead close. Then try again.

Fourth, if this effects no special improvement, it will be necessary to remove and clean all the insulating washers. These are not likely to be broken, but I make a point of carrying a complete stock of spares. Most makers sell these packed in a nice pocket wallet. These washers can be detected by sight, as they are all black vulcanite. There are some on the contact disc and two more through which the screws holding the kidney shaped switch block pass. They will perhaps be greasy, and must be dried and cleaned with a rag. You can rely on the engine starting nicely when these attentions have been performed, and it is only very rarely they are needed.

One more point. The driving cog or sprocket on the armature shaft is only friction gripped on a taper shaft, and I have known it slip so that, though a good spark is obtained, it occurs at the wrong point of the piston stroke. If you have left your magneto booklet with full timing instructions at home, don't play the juggins and litter the road with fistfuls of your wig. You can time her about right dead easy, and perfect it when you've ridden proudly home. Put the piston as near as you can get it on the dead top of her compression stroke. Loosen the magneto driving cog or sprocket, and revolve magneto till you feel its compression—it has a compression which feels just like piston compression, though it's an electrical compression, and not hydraulic. Keep the armature held up against this compression, push cog or sprocket well home on its taper and lock the driving gear up, being careful not to move either armature or piston while locking. When the two compressions are thus linked up together, you are bound to get moderately correct timing—good enough to reach home on, anyway. These simple wrinkles contain the sum of 50,000 miles' trouble with an early pattern Bosch magneto.

TRICARS, SIDECARS AND DELIVERY ATTACHMENTS

This is the second of a series of articles on the subject by B. H. Davies, George W. Sherman, Earle L. Ovington, and others

SIDECARS vs. FORECARS

By EARLE L. OVINGTON

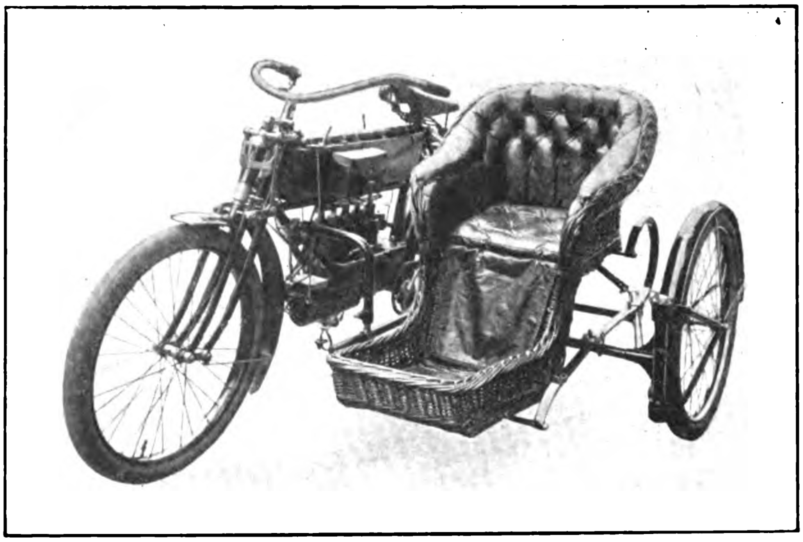
NOW that passenger attachments for motorcycles are coming more into general use, I should like to make a few pertinent remarks on the subject in an effort to determine which of the two general types employed is best suited for ordinary use over the rough American roads.

There are really three forms of passenger attachments adapted for use with a motorcycle. These are the sidecar, the forecar, or, as it is very often called in America, tricar, and the trailer. The sidecar, which consists of an upholstered body supported by a suitable springing arrangement mounted upon a framework is attached to the side of the motorcycle, and held in position by a single wheel opposite the seat of the motorcycle. The accompanying illustration shows one form of forecar. It will be evident that in this case the attachment is of a more permanent nature, and that the seat for the extra passenger is situated in front of the motorcycle instead of at the side of it. In one case the motorcycle pulls the passenger and in the other case it pushes the passenger before it. We need not consider the trailer, as it will probably never come into use in this country, and has only had a very limited use abroad. As its name indicates, it is a passenger attachment devised to be drawn behind the motorcycle; but it will be seen that there are many disadvantages to this arrangement.

In America sidecars are very little used, and wherever a passenger attachment is employed with a motorcycle the forecar is usually employed. In England, on the other hand, although at one time the forecar was greatly in the majority, the sidecar has almost entirely reached supremacy. Only a few days ago I received a letter from an English concern which makes one of the best known sidecars and forecars abroad, and in this letter was the statement, "The demand for forecars with us is almost dead, the sidecars having superseded them on all sides." In comparing the two attachments, so far as I can see, the forecar has only one principal advantage over the sidecar. A motorcycle with the former attachment has a much more pretentious appearance than one to which a sidecar is attached. In the case of the forecar the combination looks more nearly like a small runabout automobile, while in the case of the side attachment it rather looks as if the passenger had been hitched on as an afterthought. When we come to look at the matter seriously, however, and actually compare the advantages and disadvantages of the two systems of carrying an extra passenger on a motorcycle, we find that the sidecar has a great many advantages.

First, the sidecar leaves a double track while the forecar leaves a triple one. In other words, when riding along a rough country road the sidecar can follow in the wagon tracks, while the driving wheel of the forecar must follow where the horse trots. On some of our rough American roads, especially in the mountainous districts, it is evident that the sidecar would be the much more convenient vehicle of the two.

Second, the passenger is in a more convenient position, with respect to the driver of the motorcycle, where a sidecar is employed than in the case of the forecar. In the former the passenger is alongside the driver, and it is comparatively easy to carry on a conversation. Furthermore, the occupant of the vehicle can see the other readily. In the case of the forecar the driver of the motorcycle is talking at the back of the head of his passenger, and, of course, it is impossible for the passenger to see the driver without the inconvenience of turning around.



F. N. MOTORCYCLE, WITH "CASTOR WHEEL" SIDECAR.

Third, the passenger of the sidecar is in a much safer position than the passenger of a forecar. This is very evident when it is considered that, in case an obstacle is suddenly met with, the front wheel of the motorcycle takes the greater portion of the shock in the case of the sidecar, while in the other case, the passenger gets the full force of the blow.

Fourth, owing to the fact that in the sidecar construction there is nothing more in front of the motor than there is when the motorcycle is used as a solo mount, the cooling of the motor is much better than in the case of the forecar, where the body of the seat and the passenger cuts off more or less the supply of cooling air. Where the motor is not particularly powerful this is a very important matter, and even where a motor has sufficient power for all ordinary purposes, the matter of cooling becomes one of importance when long, steep hills are to be negotiated.

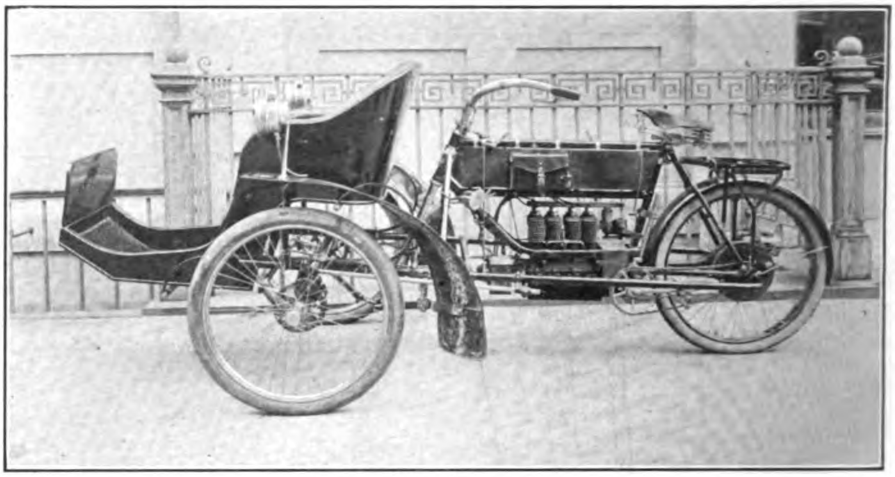
Fifth, the sidecar is very much more easily detached from the motorcycle than is the forecar. The former is an attachment that is adapted to clamp securely to the motorcycle frame, and it may be removed in five or ten minutes. In the case of the forecar it is customary to remove the front wheel, and in many cases the front fork, and to really build the car around the motorcycle. It is very often a question of hours, instead of minutes, to remove it from a motorcycle or to put it in place.

Those who advocate the forecar have often made the statement that it is much easier to steer the former than the latter. I will acknowledge that this is so for the inexperienced driver, but after one has used a sidecar for a few hundred miles this slight difficulty of steering, which is at first experienced, is not evident. As a matter of fact at least one experienced driver of both the sidecar and the forecar has made the statement that it is much easier to steer with the attachment which carries the passenger on the side than with the one where the passenger is in front of the rider.

One foreign manufacturer has materially improved the steering of the sidecar by introducing what is called the castor wheel. In this construction the wheel is hung on ball bearings in somewhat the same manner the castors on a bureau or bed are supported. With this arrangement the sidecar wheel always takes up the position of least resistance, with the result that the problem of steering is greatly simplified.

The bicycle never became very prominent until women were able to patronize the sport. I believe in like manner motorcycling would be much benefited if it could be so arranged that we could share with the fair sex our motorcycling pleasures. With a motorcycle of fairly high power there is no reason why the motorcyclist should not carry a passenger. Those who have actually used the passenger attachment as applied to a motorcycle claim that they have obtained much pleasure from the arrangement, and state that it is absolutely practical and satisfactory. As a matter of fact, abroad the sidecar is used very largely indeed, not only as an attachment for carrying along an extra passenger, but for carrying small packages as well.

There is one fundamental difference between the foreigner and the American which will probably always make the motorcycle with passenger attachment more popular abroad than in this country. In America, whether a man has the means or not, in most cases he would purchase a small automobile instead of a passenger-carrying motorcycle outfit. Americans lay great stress upon appearance, and there are no doubt many in moderate circumstances who are straining every effort, and practicing the strictest economy, in order to keep a small motor car in commission when a sidecar or forecar would render equally satisfactory service and cost about one-quarter as much to keep. The foreigner in moderate circumstances, on the other hand, is not ashamed to acknowledge that he cannot afford a car, and is satisfied with, and derives much pleasure from, a motorcycle with passenger attachment. In spite of this prejudice in America against a passenger attachment for a motorcycle, it would be well for the manufacturers to cater to the demand and supply as an attachment for their machines both the sidecar and the forecar; and when these little vehicles come more into general use in America there is no question but that the popularity of the motorcycle will be very greatly increased.



A TYPICAL IMPORTED FORECAR ATTACHMENT.

KANSAS CITY, Mo., has formulated, through its Park Board, a set of rules for the regulation of traffic on boulevards and parkways that apply directly to the motorcycle. They read as follows:

> Automobiles and motorcycles will be permitted on Cliff drive every day of the week from 6 o'clock a. m. to 2.30 p. m. Vehicles drawn by horses at all hours of the day and night.
>
> Automobiles and motorcycles will be allowed an eighteen-mile an hour speed on boulevards; fifteen miles an hour on parkways; twelve miles an hour on Cliff drive.

As originally drawn, the rules provided alternate days on Cliff drive for automobiles and vehicles drawn by horses, but it was the opinion of the board that the arrangement would not be clearly understood by owners and confusion would result. It was thought best to allow autos and motorcycles on the drive all days of the week between 6 o'clock in the morning and 2.30 o'clock in the afternoon, and horse drivers at all hours of the day, the horse owners to take their own chances of their animals becoming frightened. The board did not think that eighteen miles an hour on boulevards and fifteen miles an hour on parkways for automobiles and motorcycles is an excessive speed. Machines are not to run two or more abreast.

FINDLAY, Ohio, recently reported the arrival of Walter C. Unbrich from Lexington, Ky., who calls himself the "Motorcycle Evangelist." His mission is not, as might be supposed, to wean the riders of these machines away from their favorite Sunday diversions. He wants to correct the evils which he sees in the average religious songs, most of which he characterizes as "rag time." He also takes an occasional fall out of the "Holy Rollers," "Gift of Tongues," and other sects. Of course, he rides a motorcycle from town to town, and from this fact he derives his title.

ENGLISH NOTES

By B. H. DAVIES

FOR years the boys over here have been saying the pneumatic tire was good enough for them if only it wouldn't puncture. It wears well, all right, a pair of 2¼-inch section covers usually providing a 5-h. twin with underwear for 5,000 miles or so; but punctures, always a nuisance, have grown rather nerve shattering now that forty-eight miles an hour can be coaxed out of many 3½-h. stocks as sold to the public. I have had a couple of blood curdling squeaks with front wheel punctures in new covers this season. One time I was trying a new 7-h. Peugeot up our worst hill—Sutton Bank, which leads up to the ruins of Rievaulx Abbey. I had got her nicely tuned up, and she hummed up the lower foothills at something like a mile a minute. Then the famous "trough," with a surveyed grade of 1 in 3.9, or worse than 25 per cent., loomed ahead. As you rise to it, it looks like the bed of a torrent with the torrent not at home, striped with jutting reefs of naked rock crossing from side to side. When my front wheel hit this, the tire promptly burst, and I had several gaudy seconds before I could get my feet on the road and pull her up. Later on I was out for a breakfast run on a high compression Tourist Trophy racer, and was letting her out along a straight white tape of road eight miles in length. I was just getting used to the flattening pressure of the wind on my cheeks, and to the salutations of the milestones which bobbed up, curtsied and vanished at the rate of about one per minute, when the front tire elected to go flat. This time I finished up with my face pushed nice and deep in a swamp of rushes by the roadside—two lucky let-offs.

A NEW TIRE.

The new Helsby tire is going to change all this. The ordinary tire has the canvas running circumferentially round the tire, laid flatwise to the road. The Helsby tire hits the road with fifty or more *edges* of canvas. A pile of canvas sheets are first of all impregnated with best Para rubber; they are then hydraulically compressed into a solid mass; then the solid block is cut up into segments which are pressed and vulcanized into a continuous tread in such wise that a cross section reveals dozens of layers of canvas, each standing at right angles to the road and in the plane of travel, so that they also serve to arrest sideslip. This construction results in a perfectly invulnerable tread, which skids less than many armored treads and retains a very high degree of resilience.

HOW THE HELSBY TIRE IS TESTED.

This tire has undergone stern tests under official observation. A two-ton chassis is kept running around a private track of twelve laps to the mile; the engine has been removed and an electric motor substituted, fed by a flexible wire from a central standard, and driving the rear wheels through the ordinary propeller shaft. The best samples of the older pattern tires crack up, burst and wear to the canvas in distances varying from 100 to 500 miles at thirty miles an hour on this test track. The Helsby tire, in the same size, lasts 3,000 miles before its tread is worn off. We motorcyclists are plumping solid for Helsby tires in 1909.

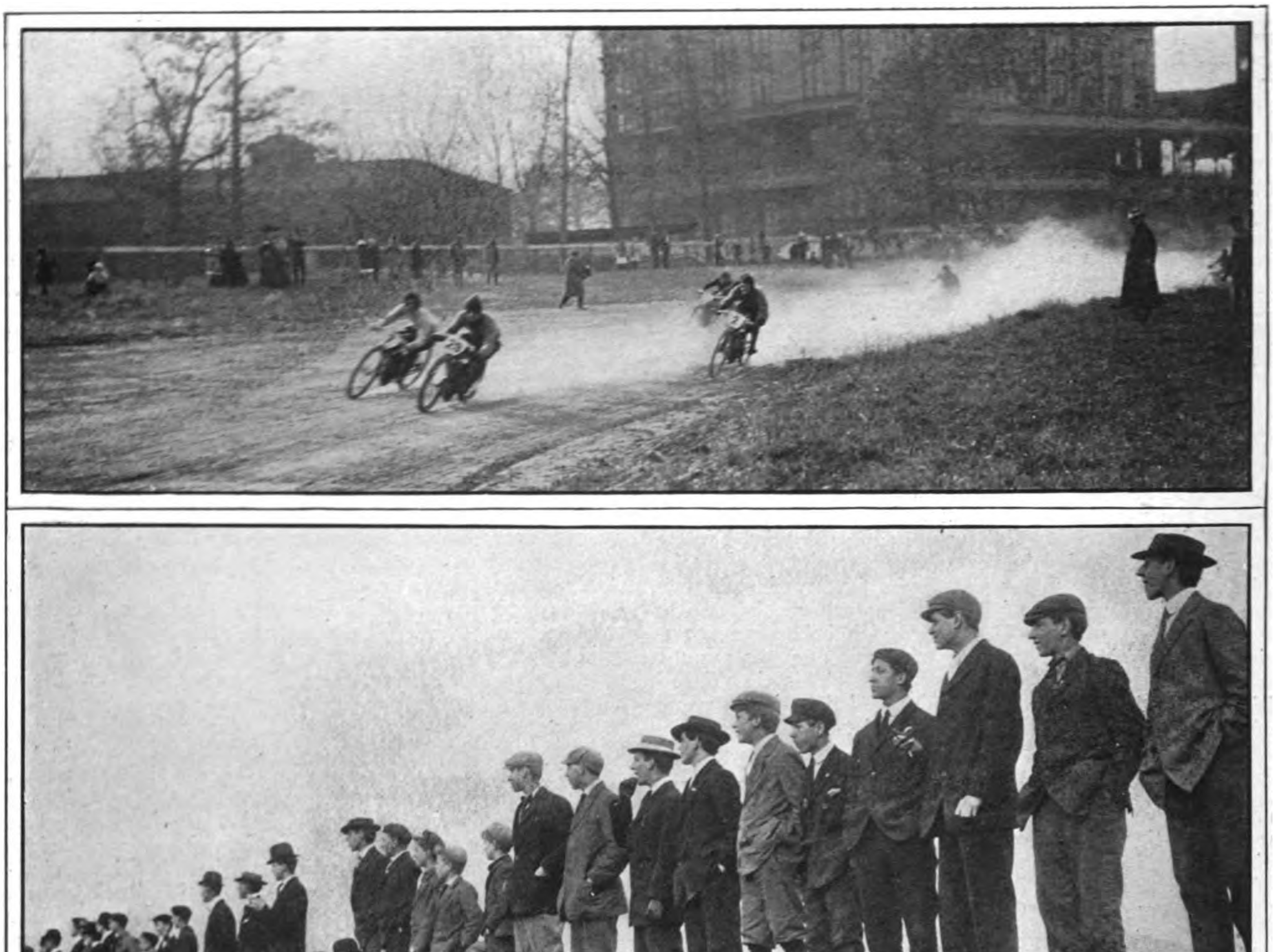
By the way, the patent Knight & Kilbourne engine, from Chicago, Ill., substituting slides for the ordinary valves, is booming considerable in England, as the Daimler people are using no other for next year, and we want to know when we're going to see it on a motorbike. The Minerva people are going to bring out a small air cooled sample of it, if their experiments make good.

A NEW MAGNETO.

England, being a patriotic country—anyway as patriotic as it can be without any tariffs—there's nothing rakes in dollars so fast for a motor manufacturer as to head his catalogue with the legend, "All British." Foreign ignitions—French and German—have so far proved more roadworthy than home made imitations, and especially so since the magneto routed the coil and accumulator system from 75 per cent. of the stock machines on our market. However, a sound British magneto has now come along, and contains many details in which it licks the imported stuff. One of the most sickening items about the best magnetos is the actuation of the platinum breaks. Either you have a fiber cam operating a steel crank, in which case the fiber has to be frequently anointed with strips of court plaster to keep it high enough, or else you have a steel cam and a steel crank, whereupon the crank wears—as it has the smaller wearing surface—throws your timing out and deludes you into spending wasted hours tinkering at the carbureter and the valves. The new Premier magneto has a cunning little steel ball three-quarters sunk in the heel of the crank, and as this turns when the cam comes round, the wear is reduced to the minimum. Again, a trifle of wear on most magnetos increases the break of the platinums, which ought not to exceed 1-50 inch. The new device has a cute notion by which the break of the platinums can never exceed the maximum consistent with technical efficiency. It is also about the most accessible type ever marketed. The armature casing is cast in one solid piece, complete with polepieces, which are laid in the core box at the foundry, the casing being cast onto them. The cast iron horseshoes are then bolted on, and the armature popped in at one end, its Hoffman bearings being a dead tight jamb fit in two recesses rounded out in the casing by a special cutter during the machining process. The lid of the commutator carries the platinum on its reverse face and snips on by a vibration-proof spring catch. Thus, if the magneto throws up its job of spark producing, you snip off the commutator lid, and there you have platinums, etc., in the palm of your hand. If they look just so, you hit the far end of the armature shaft with a spanner and it drops out into your hand, complete with cam, circular condenser and all connections exposed under your eye. The armature casing has to be seen to be appreciated—it's the smartest bit of foundry work I have seen for a long time.

A NEW AUTOMATIC PULLEY.

We've tried all sorts of variable pulleys over this side, and most of the boys are now riding adjustable pulleys of the plain screw variety. When you strike a mountain that promises to take you rather nearer heaven than your motor has a fancy for, you get down, unscrew your outside pulley flange a trifle and swop the connecting link of your belt fastener for a shorter one to take up the belt slack. But we're getting spoiled, and we've started out shouting for a pulley that adjusts itself. We've tried pulleys with three or four fixed positions of the loose flange, operated by a lever without dismounting; but they cost too much, they set up end thrust on the engine shaft and they let the slack belt slip like an old gentleman on a street slide. That Lloyd pulley, illustrated in the November 1st issue of MOTORCYCLE ILLUSTRATED, looks good enough to fill the bill. The loose flange is pressed in toward the fixed flange by a stout spring coiled on its barrel. When our motor strikes a hill, the engine rips at the pulley and tries to lower the gear. Same time the spring tries to keep the gear up. The engine rips the stronger, and so the gear falls a trifle, but the slack belt does not slip because the coiled spring nips it fiercely between the flanges. I've tried this notion with a sidecar, and it works first class, the belt gluing to the pulley under the double load as obstinately as a thistle burr hangs on to your best Sundays pants.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AT MORRIS PARK. ON THE LOWER TURN—THE RAILBIRDS—LINE-UP FOR THE TEN MILE.

F. A. M. NATIONAL CHAMPIONSHIPS

Huyck Gets One Mile, Goerke Five and Ten Mile Titles at Morris Park Meet

VARIOUSLY estimated at from fifteen to twenty thousand, the crowd of people that journeyed to the Morris Park race track in New York City on Election Day was without doubt the largest that ever witnessed a motorcycle race meet in this country. Five events, three of them F. A. M. National Championships, drew a large entry list of the best riders and machines in the country, and the racing was fast and interesting. It was well it was so, for the rest of the program, the exhibition and tournament of flying machines, balloons, gliders, etc., conducted by the Aeronautic Society, failed utterly to hold the interest of the spectators.

The one glider that did get into the air tumbled before it had gotten very far, and its navigator, sixteen-year-old Lawrence J. Lesh, had his right ankle broken when the machine fell on him. A hot-air balloon was sent up late in the afternoon, and the regular country-fair parachute drop was done by "Prof." Mack. The weather sharps present from Washington said he was up about 3,000 feet when he pulled the string that released his parachute. He was up in the air about a minute before he started back to earth. The gliding contest for the Chanute trophies was another event that looked better in the souvenir program than it did in reality. The one surface machine, built by Gustave Whitehead for Louis R. Adams, was tenderly carried around to the backstretch by a score of volunteer porters. An automobile was hitched to the birdlike affair, but it would neither glide nor soar after being hauled for 200 yards.

Finding that most of the owners of flying machines refused to compete, or else knowing that the machines were more for the ornamentation of the Morris Park lawn than for practical usage, President Lee S. Burridge, of the Aeronautic Society, stated that the competitions in those events had been called off on account of the crowd which overwhelmed them.

A WINNING SMILE—WALTER GOERKE.

Evidence of the effect the crowd had on aeronautic machines was given when Dr. Thomas's badly battered windwagon, which had been temporarily patched up, was taken on the track. It ran almost a foot and a half when one of its propellers hit a bystander and the whole contrivance collapsed.

C. W. Williams in his monoplane also held the attention of the crowd for the few moments he was on the track, but his flying machine, too, refused either to fly or be pushed upward.

It was the motorcycles, therefore, that saved the day. The famous old track had been scraped and sprinkled and rolled till all of it but the lower turn was in splendid condition. Here there were several soft spots that tried the nerves of the riders and threatened spills, but not an accident occurred to mar the sport. Of greater concern to the riders was the way the spectators crowded onto the track. A path about twenty feet in width was all that could be kept clear on the whole length of the home stretch, and the small boys—and others old enough to know better—crossed and recrossed the track while the races were in progress. That no one was hit by the flying riders is quite remarkable.

It was not due to the vigilance of the police, or to the efforts of the "specials" that accidents did not occur. It was simply "fools' luck." Two mounted policemen appeared on the track after the races were half over; but while the crowd backed up in their immediate neighborhood, it closed in again the minute the officers moved to another position. By most strenuous efforts the spectators had been forced back, before the racing began, to places of safety behind the fences, but the minute the riders lined up for the first event they became unmanageable and flocked back to their former positions in droves.

At 2:30 promptly the even dozen contestants for the five-mile championship title were sent away by the starter's gun. Walter Goerke's big 7 h. Indian jumped away from the line like a live thing. He was followed by Huyck and Kellogg, with Chapple and Voelker neck and neck. Kellogg did not last long, however, a broken battery connection putting him hors-de-combat before he had gone a half mile. Goerke increased his lead little by little and at the end of the first mile led Huyck by some fifteen feet. Chapple was in third position and Voelker and Robinson were fourth and fifth respectively. On the next lap Bewley took Robinson's place, but then went out entirely on the third.

As Goerke reeled off the miles it was seen that no very fast time could be made on the track. He did not shut off for the soft lower turn; but even at that, he never came closer than one and two-fifths seconds to the even minute mark. His laps were made in 1:09, 2:10 2-5, 3:14 2-5, 4:17 3-5 and 5:22 2-5. Goerke was never in danger and at the finish led Huyck by a good hundred yards. Chapple held onto his third place, as did Voelker to the fourth position.

Following in rapid order came the line-up for the private owners, at three miles, using single cylinder machines not exceeding 30.50 cu. in. piston displacement. Auxiliary ports were barred, but Robert Butler came to the mark with a tin plate fitted over the port on his R-S. He took the lead at the start and was never headed, but while passing the officials on the second lap the piece of metal flew off the port opening and landed right before Referee Douglas. Butler was promptly disqualified at the finish and the race was awarded to J. L. Dietsch, of the Linden Motorcycle Club, who had finished a good second. Kluczek was then moved up into second place, and Stubner into third position.

Then came the one-mile championship event, with the same riders on the mark that had competed in the first race. Huyck got the advantage of the push-off, and improved his lead all the way. Goerke and Kellogg followed in that order with Chapple and Robinson in the dust behind them. Huyck opened up about 100 feet in the one mile. His time was 1:10 3-5.

With the same lot of riders, all on edge for the ten-mile title, a false start was made by Goerke, who was just a bit too anxious to get away. Two or three of the others followed him. When they did actually get the gun these were the very ones who got the worst of the start. Robinson took the lead immediately, but Huyck, from his position on the outer edge of the line, overhauled him on the turn. Goerke took after them both, going great guns, and managed to lead the field across the tape. Chapple and Kellogg were having it out between themselves, and they both passed Robinson. The end of the first mile saw the leaders in the following order: Goerke, Huyck, Chapple, Kellogg and Robinson.

On the second lap their positions did not change, but the third time round Kellogg nosed Chapple out of third place. The same order followed at the end of the fourth. Huyck had been giving Goerke a hard run all this time, but in the fifth mile the Chicago "Hurricane" broke his driving chain. This allowed Kellogg the second position, with Chapple third, Voelker fourth, Robinson fifth and Bewley sixth.

The closest racing of the day was afforded in the last event, an open, for all except the riders who had been placed in the championships. Freddy Voelker, on his big N. S. U., was picked for the winner, and at the end of the first mile he and George Ruck were having it out neck and neck. Ruck led across the tape by inches, and in trying to pass him on the lower turn Voelker's belt broke and both riders fell in the mixup. Butler, on his R-S, then took the lead, followed closely by Swain; they held these positions till Swain passed Butler on the homestretch during the last mile and won out. In the meantime Kluczek and Stubner had been having a pretty race between themselves. First one would lead and then the other, by a wheel's length only. Stubner took the lead in the fourth mile, however, and crossed the tape with just about a foot of daylight between his wheel and Kluczek's. Summaries:

Five-mile, F. A. M. National Championship—Won by Walter Goerke, Brooklyn, 7-h. Indian; second, Fred Huyck, Chicago, 7-h. Indian; third, A. G. Chapple, New York City, 7-h. Indian. Time, 5.22 2-5. Also ran, W. H. Robinson, 5-h. Indian; Stanley T. Kellogg, 7-h. Indian; Harold P. Shay, 6-h. N. S. U.; Fred Voelker, 7-h. N. S. U.; William P. Bewley, 7-h. R-S; George Ruck, 5-h. Indian; Edward Swain, 6-h. R-S; W. H. Wray, 6-h. Simplex, and Watson J. Kluczek, 3½-h. Harley-Davidson.

Three-mile, for private owners, single-cylinder machines not exceeding 30½ cubic inches, without auxiliary ports—Won by J. Dietsch, Jr., Brooklyn, 3½-h. Merkel; second, Watson J. Kluczek, West Orange, 3½-h. Harley-Davidson; third, W. F. Stubner, New York City, 3-h. R-S. Time, 4.16 3-5. Robert Butler, 3½-h. R-S, finished first, but was disqualified for having auxiliary ports.

One-mile, F. A. M. National Championship—Won by Fred Huyck, Chicago, 7-h. Indian; second, Walter Goerke, Brooklyn, 7-h. Indian; third, Stanley T. Kellogg, Bridgeport, Conn., 7-h. Indian. Time, 1.10 3-5. Also ran, Chapple, Robinson, Shay, Voelker, Bewley, Ruck, Kluczek and Wray.

Ten-mile, F. A. M. National Championship—Won by Walter Goerke, Brooklyn, 7-h. Indian; second, Stanley T. Kellogg, Bridgeport, Conn., 7-h. Indian; third, A. G. Chapple, New York City, 7-h. Indian. Time, 10.45 2-5. Also ran, Robinson, Shay, Bewley, Ruck, Swain, Butler, Kluczek and Huyck.

Five-mile open, except placed men in the championships —Won by Edward Swain, New York City, 6-h. R-S; second, Robert Butler, Jr., New York City, 3½-h. R-S; third, W. F. Stubner, 3-h. R-S. Time, 7.17. Also ran, Kluczek, Voelker, Ruck and Bennett.

A PART OF THE CROWD ON THE TRACK.

AT DETROIT

Two More Marks Made on Last Day of Record-Making Onslaught Against Time—Goerke and Huyck Both Share Honors

SINCE the days that motorcycle track racing first commenced there has never been three days of such sustained record smashing as those seen at Detroit, Mich., on the 21st, 22d and 23d of last month. All honor and glory went to Freddy Huyck on the first two days, as was reported; but on Friday Walter Goerke set a new mark for ten miles—9.29 3-5. This was short lived, however, as in the next attempt, at the fifteen-mile mark, Huyck set the ten-mile time down to 9.28 2-5 and turned off the fifteen in 14.19 3-5. Goerke's intermediate miles, from two to seven inclusive, and Huyck's, from eight to fifteen, go on the books as world's records.

In their mad desire to break every record that they went after the two boys threw caution to the winds, and simply let their big 7-h. Indians rip it out for every inch of speed that was in them. Huyck especially rode like one possessed. With his front wheel hugging the rail all the way, the rear wheel would bound and skid in the soft spots till the spectators felt the cold chills running up their backs. It was simply amazing the way he stuck to his task. Had his machine thrown a tire on one of the turns the consequences would surely have been disastrous.

With their machines primed for the occasion, but with a strong wind to contend against, Huyck and Goerke set out to lower the marks for the ten and fifteen miles and succeeded in disfiguring them frightfully.

The ten-mile mark was the first to go. Goerke took a shot at it and clipped off 13 4-5 seconds. Huyck, whose time of the previous day Goerke had beaten, was handicapped by a badly acting machine and seemed unable to get the usual amount of speed out of it.

This beating at the hands of his opponent only served to make Huyck more determined to cut the mark still lower, if possible. Selecting another machine, and beckoning to Goerke to come on, he started off at the crack of the pistol at a breakneck speed that, as it transpired, paved the way to another record for the ten miles.

At that distance another 9 2-5 seconds had been clipped from Goerke's time. Then, without stopping the men in their mad rush, the starter signaled them to keep right on and go after the record for the fifteen miles. This Huyck also succeeded in lowering from 14.28 1-5 to 14.19 3-5, a difference of 8 3-5 seconds. To wind up the afternoon's program, both Goerke and Huyck tried for a record mile from a standing start, but gave up trying when they found that they had not come within five seconds of it on account of the wind.

Following are the figures for the afternoon's program:

GOERKE.

Miles.	*Old Record.*	*Time.*
1	0.55 2-5	0.56 3-5
2	1.54 2-5	*1.54
3	2.51	*2.41 1-5
4	3.47	*3.40 4-5
5	4.43 1-5	*4.37 3-5
6	5.49 2-5	*5.37
7	6.50 2-5	*6.35
8	7.47 4-5	*7.33 3-5
9	8.45	8.32 1-5
10	9.43 2-5	9.29 3-5

HUYCK.

Miles.	*Old Record.*	*Time.*
1	0.55 2-5	0.56 4-5
2	1.54	1.54 4-5
3	2.41 1-5	2.51 3-5
4	3.40 4-5	3.48 1-5
5	4.37 3-5	4.45
6	5.37	5.40 3-5
7	6.35	6.37 1-5
8	7.33 3-5	7.34
9	8.32 1-5	*8.31 2-5
10	9.29 3-5	*9.28 2-5
11	10.39 1-5	*10.25 4-5
12	11.36 4-5	*11.23
13	12.34 1-5	*12.21 3-5
14	13.31 3-5	*13.19 4-5
15	14.28 1-5	*14.19 3-5

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*World's record.

FRESNO (Cal.) riders took a hand in the endurance contest promoting line the latter part of October. On Sunday, the 25th, fourteen of them started from that city to San Francisco, where the night stop was scheduled. On the following day the survivors made the return trip. John E. Dougherty, on a Wagner, was returned the winner, his score being the closest to perfect. Archie Caughill, Harley-Davidson, was second, and George Woods, Indian, was third.

The itinerary was as follows: Leave Fresno at 5.30 a. m.; Los Banos, 9.15 a. m.; Gilroy, 12.35 p. m.; thirty minutes for lunch. San Jose, 2.35 p. m.; San Francisco, 5 p. m. Returning leave San Francisco 6 a. m.; San Jose, 8.25 a. m.; Gilroy, 9.45 a. m.; Los Banos, 12.45 p.m.; thirty minutes for lunch. Fresno, 4.30 p. m. Five minutes' leeway was allowed for arrival at either end.

The F. A. M. point system of scoring was followed; fifteen minutes ahead of schedule disqualified; one point was forfeited for each minute behind the set running time, and two points for each minute ahead. Five minutes was allowed at each control for the difference between watches. At San Francisco there were just seven arrivals, and of this number three had perfect scores. The return trip eliminated these three "perfects," the winner being eighteen points behind time.

Dust begrimed and in a half dazed condition, with one pedal gone and a flat tire, Dougherty rode down I street, in front of Donahoo-Emmon's shop, the winner of the run. Several hundred enthusiasts were on hand to greet him, the crowd beginning to gather at 4 o'clock and increasing until at 5.19, when the victor arrived, the street was almost blockaded. The winner was surrounded by his admiring friends and taken into the store. His left eye was half shut from the effects of a piece of dirt flying into it at the start on Kearney avenue. Dougherty came within eighteen minutes of making a perfect score, his nearest opponent, Caughill, being over 100 points behind. Woods lost 230 points.

BEFORE attempting to paint rims, it is first important to very thoroughly scrape and scour all the rust away, especially in the corners of the raised flanges where the beading of the cover is ensconced when the tire is in position. Two coats of good black varnish should be given.

IN advocating a state highway from Philadelphia to Pittsburgh, Governor Stuart of Pennsylvania says of good roads: "The history of any place, state or national, is comprised in its highways. Good roads are an advancement of civilization."

SOME MINOR MEETS

BRIGHTWOOD DRIVING PARK, at Washington, D. C., was the mecca for cyclists and motorcyclists on the afternoon of Monday, October 26. Under the management of the Bicycle and Motor Dealers' Association, one of the best meets ever pulled off in the district was prepared for the lovers of the sport.

Every race was well contested. From the time one man ran through the fence until darkness there was excitement galore. The events were fought to a finish; but the honors were carried off by Gennella, on a Merkel racer.

The real race of the day wound up the program. It was a twenty-mile event for road machines. Berryman, on an Excelsior, took the lead from the start, and for six miles led the bunch by a large margin. At that stage of the race, he ran out of gasoline and also ran out of the race. Knight, on a Reading Standard, the machine that earlier in the day ran through a fence, took the lead and held it until the finish, beating his nearest competitor by half a mile.

Gennella, who had won three races and finished third in another, gave up the ghost on the first lap, complaining that his machine did not work properly.

The officials were as follows: Referee, George W. Wells; starter, Royce C. Hough; clerk of the course, Howard Rhine; timers, E. Hough, Charles Deitz and E. P. Hazleton; umpires, R. Bartlett, G. B. Kirkpatrick and Kip Duvall; judges at finish, L. D. Moore, B. T. Wren, F. B. Marks and Dr. Coblentz; scorers, Charles Cross, Fred Gansboron and Clarence Miller. Summaries:

Five-mile free for all; flying start—Won by William B. Gennella, on a Merkel; time, 7.18. Second, Samuel McPherson, on a Merkel; time, 8.30. Third, George Beall, on a Thor; time not taken. The prizes in this event were: First, Indian cup; second, inner tube; third, pair of grips.

Ten-mile; cylinder displacement handicap—First, William B. Gennella, on a Merkel; time, 14.16. Second, John Berryman, on an Excelsior; time, 16.30. Third, Wells, on a Royal; time, 16.34. Prizes in this event were: First, Emblem cup; second, G & J tire; third, Person's tool bag.

Two-mile obstruction race; all contestants in this race were required to eat a five-cent pie and drink a bottle of ginger ale before they could proceed around the track—First, Gennella, on a Merkel; time, 3.57. Second, McPherson, on a Merkel; time, 4.02. Third, Beall, on a Thor; time, 4.03.

Three-mile obstacle race; the contestants were required, at the signal of the starter, to begin inflating their tires, which had been deflated before going to the line; then they could proceed around the track for the three-mile grind—First, McPherson, on a Merkel; time, 7.27. Second, Beall, on a Thor; time, 8.00. Third, Gennella, on a Merkel; time, 8.10. The prizes in this event were: First, pair of tires; second, pair of pedals; third, two sets of batteries.

Twenty-mile; fully equipped road machines—First, Knight, on a Reading Standard; time, 31.58. Second, McPherson, on a Merkel; no time taken. Third, Wells, on a Royal; no time taken.

ALUM ROCK HILL, a one-mile climb near San Jose, Cal., was the scene of the San Jose Motorcycle Club's contest on Sunday, October 25. The lists were open only to locally owned stock machines, and some twenty-five were entered. The winners were as follows:

Class 1, machines of 2¼-h. and under—First, Henry Brown, Indian, 1.49 2-5; second, E. Lawrence, Reading Standard, 2.06 3-5; third, Alling, Indian, 2.12; fourth, Snedaker, Racycle, 2.14.

Class 2, machines over 2¼-h. and up to and including 3-h—First, Frindley, Thor, 1.48 2-5; second, Holdsburg, Thor, 1.52; third, Tooker, Marsh-Metz, 1.52 4-5; fourth, Smith, Thor, 1.53 4-5.

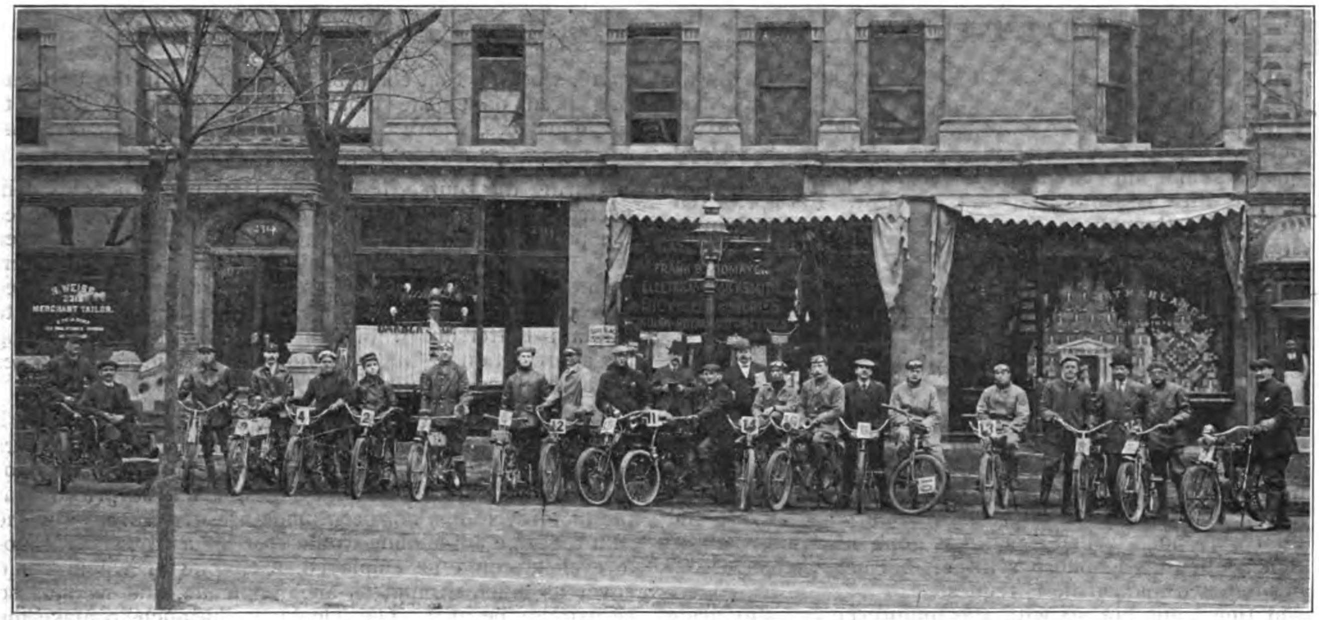
Class 3, single-cylinder machines over 3-h—First, F. Henderschott, Indian, 1.35 3-5; second, Warren, Indian, 1.40 3-5; third, Jones, Excelsior, 1.46 4-5.

Class 4, twin-cylinder machines—First, Baumgardener, Indian, 1.29 4-5; second, L. Bulkley, Thor, 1.37; third, F. Shaw, Indian, 1.42 2-5.

The time prize, consisting of two trophy cups, was awarded to Johnnie Baumgardener and Fred Henderschott. An exhibition ride over the course was given by Gus Chalini on a single-cylinder Thor racer. He succeeded in covering the mile in 1.21 3-5.

THE people of Australia, although far away in one corner of the earth, are surprisingly enthusiastic over motorcycles and motorcycling. Numerous events during the past summer have taken place there, and the two-wheeler is rapidly gaining in favor both as a pastime and commercially. At Sidney last month, a rivalry existing between several agents and riders was settled. A reliability and endurance contest was inaugurated, in which a large number of motorcycle enthusiasts took part. The distance was 100 miles, but so many were still in the ranks of the "perfects" at the completion of the run that the course was necessarily covered several more times in order to weed out the weak ones. After riding 500 miles there still remained a 5-h. twin N. S. U., 3½-h. Triumph and a 2¼-h. Sarolea. Consequently the judges decided to keep up the fight, and after traversing the course a few more times the Triumph died with a broken valve, while the Sarolea failed to keep up on account of a set screw holding the gudgeon pin, which became loose, leaving the N. S. U. the winner.

AS the tricar question is now under discussion it may be of interest to prospective buyers who have questioned the abilities of this class of vehicle to know of the successful performances of passenger machines in a contest recently held. In the Autumn Quarterly Trials, held in England recently, two sidecars made very creditable showings. This is the first time in the history of these trials that passenger machines came through the ordeal without trouble. The roads were muddy and exceedingly treacherous and afforded great excitement on account of side slips and skidding. This alone put numerous motorcyclists who competed on the shelf. There were a number of passenger machines entered, including two N. S. U. sidecars. The performances of the latter in hill climbing and on the road were highly creditable. The judges reported them as follows: "In the passenger class, Mr. F. Eagles and Mr. M. Geiger, on twin-cylinder N. S. U.'s, with sidecars, ran their mounts splendidly. Both sidecars behaved especially well on the two test hills, and are the first passenger machines of the kind to cover the course successfully."



BEFORE THE START—AFTER THE FINISH IS NOT PRESENTABLE

Six Out of Sixteen New Yorkers Put in a Strenuous Day to Settle a Dinner Bet

IF there are any riders who think a twenty-mile schedule is easy to live up to for 150 miles, let them come on. Here in New York there are some who are so firmly convinced that twenty is too fast that they will take a day off to argue the matter.

Last Sunday, November 8, there was a closed event between sixteen riders, most of them members of the New York Club, with a good big dinner as the stake, to determine whether the American or Foreign machines would stand the hardest gruelling over the roads between New York and Poughkeepsie and return. The affair was the outcome of a little friendly argument that has cropped up from time to time between riders, and was pulled off principally through the efforts of F. B. Widmayer, representing the American side of the question, and A. G. Chapple.

The start was made at seven o'clock in the morning, just after enough rain had fallen to make things good and greasy. It took some effort and maneuvering to get started on the wet asphalt. Wiping up the street and cutting "pigeon wings" were quite in order. All hands finally got away, however. Chapple hadn't gone a half mile before both exhaust valves on his Vindec broke, and it took him an hour and a half to secure new ones. When he did actually get started he made up a lot of time, and was only a half hour late at Ossining.

Kreuder was the next to go. Turning wide at Tarrytown to swing into the Albany Post road, his machine skidded and threw him. One pedal crank was broken off and the rear belt pulley was ripped free of the spokes. He was the only one of the sixteen starters who failed to reach the hill, just below Ossining, where a climbing test was held.

Everyone managed to get up this but Horenburger and Van Kruman. The former went back and made it the second time, but Van Kruman's twin was hitting on only one cylinder and after two attempts he gave it up and quit. Widmayer's tricar repair outfit tried to fix him up, but the compression was gone from one cylinder and could not be found.

Then the reports began to come in from up the line. Charles Ruck had fallen on a hill about one mile from Cold Spring, and Joe Standinger run over him before he could bring his machine to a stop. Ruck was lucky and was soon able to get away, but Standinger had run off the road, through a wooden fence, and dropped ten feet into a brook. This put him out.

Chapple, about two miles from Cold Spring, left the road at a sharp turn near the foot of a steep grade. Machine and rider jumped a stone fence. George Ruck broke the connecting road on his machine and was towed ten miles into Poughkeepsie by Mapp. Coming back, McLaughlin hit a "Thank-'e-m'am" real hard. He and his machine sailed in different directions, and it was nearly dark when he crawled into New York.

Ackerman went down on the return trip at the same spot where Ruck had wiped up the mud earlier. His chain was broken, circuit breaker smashed, grip control was gone. He was towed into Peekskill—and left there—by Mapp. Horenberger had tire troubles on his return trip, and run out of gas at Kingsbridge.

The successful ones were the fellows on low powered machines—the "pluggers." George V. Lyons, on a 3-h. Wagner, was the first in, right on the minute, at 2.44 p.m. Molin and Voelker and Thornley followed, all with perfect scores. C. Ruck and O'Conner both came in, but some fifty points behind time. The final score was: American team, 3,895 points; Foreign team, 2,000 points.

The starters were: A. G. Chapple, Vindec; George Ruck, Indian; J. F. McLaughlin, N. S. U.; Charles Ruck, Indian; J. A. Schleicher, Vindec; J. Standinger, Indian; F. Voelker, N. S. U.; George Lyons, Wagner; D. Molin, N. S. U.; J. O'Conner, Indian; Al. Kreuder, N. S. U.; H. Mapp, Indian; F. Van Kruman, Indian; C. Ackerman, Indian; F. W. Horenberger, F. N.; J. P. Thornley, Indian.

ELECTION returns in Indianapolis, Ind., were secured promptly this year by a corps of eleven motorcycle couriers in charge of Gus Habich. Reports from all the outlying precincts in the different townships were conveyed into the city by the couriers very shortly after the polls closed

POLITICS AND THE MOTORCYCLE

A NEW field of endeavor has been broken into by the motorcycle. In New York's recent political campaign it was put to work scurrying around to get out the voters and in carrying messages between Headquarters and the twenty-eight election districts of the Twenty-fifth Assembly District, of which Ezra P. Prentice is the Republican leader. And it made good in its new role.

The experiment was first tried on Election Day in the Eleventh Election District, of which Dwight Patterson, vice-president of the New York Motorcycle Club is the Republican captain. Here Albert Viereck of the N. Y. M. C. and two unattached riders were put to work, shortly after eight o'clock in the forenoon, personally delivering requests to vote to the registered voters in Tenth, Eleventh, Twelfth, Thirteenth and Fourteenth streets and along Broadway and Fourth avenue. The polling place in the Eleventh was on Eighth street, near Sixth avenue; it is a long walk from there up to Fourteenth street and Fourth avenue. When a man has gone over this route on foot, as has been done heretofore, he feels that he is being imposed upon if he is requested to take the trip a second time; but not so with the motorcyclists, who made trip after trip to round up the delinquent voters until every Republican in the Eleventh had showed up at the polls.

All this was accomplished by 3.15 o'clock in the afternoon, one hour and three-quarters before the closing time, to the great astonishment of the Board of Inspectors, who are accustomed to a rush of voters as the polls close. Still more, when all that could be accomplished in the Eleventh had been done, the motorcyclists "chugged" away to Headquarters, where they performed good work in transferring orders and messages to other districts.

During the course of Election Day, many persons connected with the district and county organizations visited the polls in the Eleventh, and many of these gentlemen were outspoken in their praise of the work being performed by the motorcycle squad. Particularly pleased was District Leader Prentice, who has since written to Captain Patterson of the Eleventh specially expressing his appreciation of the work done by the riders. Another of the big leaders said in part, as follows:

"Inasmuch as the automobile is now considered such a necessity in election work that no district headquarters can afford to be without one or two for the purpose of carrying individuals and messages, I am surprised that the motorcycle has not been made use of before. For the sum that one automobile would cost for a day, several motorcyclists could be employed, each one of whom could cover as much ground as an automobile, and would also be workers besides. The telephone did much to make the various election districts a close working unit with their headquarters, but there was still lacking the means of quickly and cheaply transmitting the numerous written orders, communications and other such matter which must be sent out on Election Day. The motorcycle apparently fills this want, and can be made use of in many other ways during a campaign."

Bartsch Now With N. S. U.

IN preparation for the coming year, when the business of the N. S. U. Motor Co. will be extended from coast to coast in this country, Alfred H. Bartsch has been engaged as manager of the American branch. He will make his headquarters at 206 W. 76th street after November 15, and will continue to handle the advertising and publicity ends of the business. That a big year is looked ahead to is assured by this move on the part of Eugene Kicherer, Vice President of the N. S. U.Company. Bartsch is one of the most popular and best informed men in the business. For the past two years he held the northern New Jersey agency for the N. S. U., and since last August he has handled the entire advertising outlay of the American branch of the N. S. U. Company. He has had five years' experience in the motorcycle field, first as a rider and then in the trade, and his experience in the advertising and printing line has extended over the past ten years. Bartsch has made himself well known by articles, both of technical and news nature, from his pen in the class papers. His efforts in fostering the club spirit among riders have been shown in many ways. The post-card announcements of the New York Motorcycle Club, which have become so popular because of the humor and fun in them, are Bartsch's handiwork. He will put not only experience but originality and push behind his efforts to further N. S. U. interests.

ONE motorcycle event was included in the program of the Westchester Driving Club's meet at the White Plains (N. Y.) half-mile track on Saturday afternoon, October 31. Three riders started but an unknown from Mamaroneck withdrew after going three laps. The race was won by William A. Ford, Curtiss, who covered the distance of ten miles in 17.37. Melville Potter, on an Indian, finished a close second.

Club Members Race at Morris Park

MORRIS PARK was the stamping grounds for the members of the New York Motorcycle Club on Sunday, November 1. A program of events for members only provided some close finishes. In the 30.5 class E. L. Ovington set a hot pace for over half the ten miles, but a connection worked loose on his oil-pump and Walter Goerke took the lead away from him. Chapple had his big 7 h. Vindec all ready for a killing, but his rear tire went flat on the line. He rode an N. S. U., however, and won both the ten-mile event for twin-cylinder machines and the miss-and-out in handy style. Summaries:

Ten-mile, for machines not exceeding 30½ cubic inches—Won by Walter Goerke, 3½ h. Indian; second, A. H. Bartsch, 4 h. N. S. U.; third, E. L. Ovington, 5 h. F. N. Time, 14:26 2-5.

Ten-mile, for multicylinders—Won by A. G. Chapple, 6 h. N. S. U.; second, W. H. Robinson, 5 h. Indian; third, J. Schleicher, 5 h. Vindec. Time, 12.01 1-5.

Miss-and-out race—Won by A. G. Chapple, 6 h. N. S. U.; second, W. H. Robinson; third, Walter Goerke. Distance, 7 miles; time, 9.40 1-5.

DAYTON (Ohio) dealers held a combination automobile and motorcycle race meet on the half mile fair grounds track in that city October 31. The affair was ill managed, and there was only a sprinkling of the simon pure enthusiasts around the course. Freddy Huyck created the most excitement during the afternoon by riding an exhibition mile in 1.17 4-5. Summaries:

Three-mile, standing start, Torpedo and Reading Standard—Won by S. W. Martin, on Torpedo. Time, 4.41 4-5.

One-mile, flying start—Fred Huyck, Indian. Time, 1.17 4-5.

Mile race between Indian and Buick automobile, flying start—Won by Huyck. Time, 1.19.

AN INEXPENSIVE WEEK

By AL. SPARFELD

BUFFALO, N. Y., to Aurora, Ill., and return in one week, on a total expense of less than ten dollars! On the first of July I received my motorcycle, which was one of the new Thor twins, with magneto. I soon found I had made a mistake in ordering a rigid instead of spring fork, so I made up my mind to ride from here (Buffalo) to Aurora, Ill., and have the Aurora Automatic Machinery Company change it; but as my vacation was limited to one week, and my cash was very low after paying for the machine, I had almost decided to give it up. I got into an argument, however, with several Buffalo motorists and stated that it was possible to make the trip from Buffalo to Aurora, and return, a distance of 650 miles, in one week at an expense of $10, and to prove it I started the first Monday in August at 4 a. m., intending to ride as far and as long as possible.

I succeeded in reaching Grand Rapids, O., a distance of 300 miles, the first day, having passed through Cleveland at noon, favored with good roads, fair weather and no trouble of any kind. The next day, Tuesday, left Grand Rapids at 4 a. m., and reached South Bend, Ind., at 1 p. m. in a heavy rain. Had to quit for the day. No engine or tire trouble. The next day, Wednesday, left South Bend at 5 a. m. and succeeded in reaching Aurora at 4 p. m., but had considerable trouble in getting through Chicago. Thursday was spent at the Thor factory inspecting the plant, which is every interesting, and the Aurora Automatic Machinery Company very generously gave me the spring fork, which certainly is a dandy. To try it I rode into South Chicago that same day, intending to get an early start and try to ride to Buffalo in two days.

It was just 4 a. m. when I left the end of Michigan avenue, South Chicago, and after a good, long ride that day, I pulled up at Grand Rapids, O., just half way to Buffalo, with everything fine. So far I had come through without a single puncture, but the canvas was beginning to show through the rear tire, so I spent an hour changing the shoes over by the light of the moon, and then spent the rest of the night in a haystack, as it started to rain just after leaving Grand Rapids. It rained till noon next day and so spoiled my plans; but after dinner at Bowling Green, O., I managed to reach Norwalk that night by riding through some very muddy country. The next day, Sunday, got an early start from Norwalk, and succeeded in reaching Buffalo just at dusk, with not a particle of rubber on the tread of rear tire, but still no punctures. Tires were Goodrich, Bailey tread, 2½ by 26 inches. My total expenses had been $9.75.

To any one desiring to make the trip from Buffalo to Aurora or Chicago, the following is the best route: Buffalo, Fredonia, Erie, Ashtabula, Geneva, Painsville, Cleveland (in Euclid avenue, out Detroit avenue); Elyria, Norwalk, Bellevue, Fremont, Woodville, Bowling Green. Stay south of Toledo to Grand Rapids, then cross over and follow stone road to Napoleon, then gravel roads to Defiance, Hicksville, Butler, Kendalville, Goshen, South Bend, New Carlisle, Laporte, Valparaiso, Hobart, Hammond to Chicago (go in Michigan avenue and follow car line over to and into Halstead street; cross back to Michigan avenue to center of Chicago). Out of Chicago, Jackson to Washington, to Austin, to Twenty-second, is better than Ogden avenue.

Word From Stout

HERE is the latest word from William B. Stout of the St. Paul (Minn.) *Despatch*, familiarly known as "Jack Knife." He has been making a very extensive tour through England, Belgium, France and Holland, with his wife and a party of American friends. His letters praise the performance of the motorcycles used by the party. He rides a Thiem himself, and the others have with them both Thiem and Reading Standard machines. He also has considerable to say about the magneto, and as to the service and satisfaction of his Pennsylvania tires.

"Again I want to mention the good work done by the motorcycle on our European tour. I don't known how many thousand miles it has covered, but it has "done," so far, England, Scotland, France, Belgium and Holland.

"So far, in spite of the fierce 'pave' roads of the north of France and the awful grinding 'klinkerweg' brick roads of Holland, there has not been a puncture of any kind in either tire and they look good for as far again.

"I would be pleased if you would notify the makers of this fact, and anything more that I can do to show them my appreciation of a 'good thing' I will be glad to do. The magneto is certainly a big success and has never been touched since we started.

"I expect to be home in America in a few weeks, in time for the New York Show, at least, and will hope to see you then. Respectfully,

"WM. B. STOUT ('JACK KNIFE.')"

"Since writing you last it has occurred to me that you might be interested in knowing how the Bosch magneto has behaved in comparison to battery. I really don't know much about magnetos; indeed, little short of nothing, though I had expected to learn by experience on the road. We have had much of experience with our batteries, but as to the magneto we don't even know it is on. Haven't even looked to find it, for the engine always goes, and the only thing I've learned on all this foreign tour about the magneto is that when your engine misbehaves *don't* look at your ignition first, as we do on the battery machines. I suppose I would say, look there last, but we have never got that far. The trouble was located before we got there. All we have done is to squirt a little oil in the oil holes every few hundred miles.

"Will you kindly express to the Bosch people my keen appreciation of their faultless magneto—a real solution of a difficult problem. Sincerely,

"WM. B. STOUT ('JACK KNIFE.')"

Off for the Stanley Show

EARLE L. OVINGTON, President of the Federation of American Motorcyclists, and President of the Ovington Motor Company, sailed for Europe on November 14. He is going directly to the Stanley Show. This is the big cycle and motorcycle show of Europe, where over two hundred machines will be exhibited.

Mr. Ovington makes it a practise to keep in close touch with the European market for motorcycle accessories, and as soon as any specialty is brought out which he thinks will sell in America, he secures the agency for it. At the Stanley Show he will be able to see, congregated in one place for easy comparison, all of the European novelties which will be sold during the season of 1909. He has already closed with one concern that manufactures an electric light for motorcycles.

After the Stanley Show, Mr. Ovington goes directly to Paris to visit the Paris Automobile Salon. From Paris he will go to Belgium to pay his regular visit to the Fabrique Nationale d'Armes de Guerre, which he represents exclusively in America. He has promised American motorcyclists some interesting articles upon his return.

THE HARLEY-DAVIDSONS HOUSEWARM

THE accompanying flashlight photo was taken in the new addition to the Harley-Davidson plant in Milwaukee on the occasion of the housewarming there Saturday night, October 24. There were nearly two hundred friends and well wishers of the company present, and the entire second floor of both the new and old buildings was used as a temporary ballroom. There was no overcrowding.

This was the third housewarming, or, more properly, "shopwarming," that the Harley-Davidson company have had. When the first single story building was put up the first one was held; then when a second story had been put on it last fall another celebration marked the growth of the business, and when the new addition was completed it was taken for granted by everyone that there would be another event of the kind.

The company was glad of the opportunity to entertain its friends and the members of the Milwaukee Motorcycle Club. In fact, Arthur Davidson says he was doing the entertaining act in grand style himself at the time the picture was taken. With about half his guests he was in another part of the factory, serving what "Made Milwaukee Famous," and thus he missed the chance to have his "phiz" took.

OWING to the successful meet at the Brightwood track recently, the National Capitol Motorcycle Club of Washington, D. C., has decided to hold a Thanksgiving Day program at the Bennings course. The events decided on to date include a ten-mile race, a fifteen-mile open, and a special fifty-mile race. The track at Bennings is especially well adapted to a fifty-mile race, and competition in this event should be warm. Several of the local cracks will enter, and the supremacy for this distance will be decided.

AMONG the missing at the F. A. M. Championships, held on the Morris Park track in New York on Election Day, was Charles Gustafson, the Indian rider from Springfield, who showed up so favorably last spring. He is under a six months' suspension for competing in the hill climb conducted by the Lenox Protective Automobile Association at Lenox, Mass., on October 14. This, it turns out, was held without a sanction, and as it was Gustafson's second offense, prompt action was taken by the F. A. M.

CHEMAWA PARK will be the stamping grounds of the Riverside (Cal.) Club members on Thanksgiving Day. Races will be held on the half-mile track, and since the F. A. M. will sanction no more open events for tracks of this character, the entries will be limited to club members only. There will be but two classes—singles and twins. The events and distances have not as yet been decided on. The races were the principal topic for discussion at the regular meeting of the club on October 21, and much enthusiasm was in evidence. Stephen McIvor, the secretary of the Riverside Club, has been appointed a member of the F. A. M. Pacific District committees.

THE Quaker City Motorcycle Club, seventeen strong, rode from Philadelphia to Allentown on Sunday, November 1, where they were the guests of Hagie's local club men. Dinner was served at the Hotel Allen, and in the afternoon the party left for home. The Hagie bunch rode to Quakertown and from there escorted the Philadelphians to their city. While in the city the locals piloted their guests to different points of interest.

CLUB NEWS

FOLLOWING a very active membership campaign, the Los Angeles Motorcycle Club now numbers 165 riders, and is probably one of the largest clubs devoted exclusively to motorcycling in the world. There certainly is no other organization in the United States that compares with it. During the last few weeks members have been enrolled at the rate of ten to fifteen weekly. A gymnasium is now being built in the rear of the club house on San Pedro street, 20 by 40 feet, which will be fitted up with all the usual apparatus. Plenty of sport will probably be seen in this department. A reading room is also being fitted up, where all of the popular and motoring magazines will be available.

The two-wheelers which belong to members of this organization show the interest which is centered in the sport in Southern California. It is doubtful if there is another city in the United States where there are as many motorcycles in active use per capita as in Los Angeles. The club alone, which includes but a small portion of the machines which are in use, shows an investment of at least $33,000. The lowest price paid for a machine of this type is $200, and from that on up to $350. The practical use to which riders put their machines is something little dreamed of in former years. In Los Angeles today there are probably 3,000 owners and riders of machines, perhaps 1,000 of whom make practical use of their machines each and every day of the week. The club itself, after becoming firmly established, has probably accomplished more toward inciting interest in their use than any other one thing. Every Sunday morning the members leave the club house for a run out in to the country somewhere. The contingent covers ground as does an army, never exceeding a speed set by the captain, and invariably returning in a body along toward evening. At frequent intervals during the year the club holds race meets, under its own auspices, but with the sanction of the F. A. M. These have been a great success in the past, and the club has raised sufficient funds, so that it can now consider the possibility of erecting a club house of its own, to take the place of the building now occupied at 2205 San Pedro street.

FROM the dissatisfaction which arose among Minneapolis (Minn.) motorcycle riders over the neglect of the cycle paths in the vicinity of that city, resulted the following letter to Mayor Haynes. It is contended that if all bicyclists, as well as motorcyclists, paid the license fees as required by law, enough funds could be secured to keep the paths in good order.

"HON. J. C. HAYNES, Mayor, Court House:

"Dear Sir—At the last regular meeting of the Minneapolis Motorcycle Club the matter of the neglect of the bicycle paths was pretty thoroughly discussed by the members.

"There is a decided lack of enforcement of the city ordinance relative to the carrying of path tags by the bicycle and motorcycle riders. This, of course, results in the tags not being purchased from the city clerk, which naturally gives rise to the fact that the paths cannot be maintained properly for lack of funds—all of which is directly traced to the non-enforcement of the law.

"This naturally reverts to the mayor's office, where we look to the executive head of the city government to see that the laws are properly enforced. We realize that there are not so many wheels ridden at present as formerly, but the funds received from the sale of tags is used now wholly for the maintenance of paths, whereas the funds which were received at the time of the tags first being sold went to make the paths.

"After reading the above statement you can readily see the reasonableness of our making a very persistent demand that the wheel riders be watched and made to purchase tags, even at this late date, for while the riding season is nearly over, they have had the use of the paths, such as they are, during the past summer, and the money received could be used next summer. We will expect to hear of the immediate enforcement of the law and the subsequent purchasing of several hundred path tags at once. Respectfully,

"MINNEAPOLIS MOTORCYCLE CLUB,
"By D. B. GREEN, Secretary."

THE Dayton (Ohio) Motorcycle Club, though still in its infancy, being only two months old, has a very enthusiastic membership of thirty riders, headed by J. A. McKenny, captain; H. A. Gross, pilot, and J. A. Campbell, secretary and treasurer. It is a pleasure to note that not the least enthusiastic are several associate lady members, who never miss a chance to turn out on the tandem attachments. The first move was affiliation with the F. A. M., and it is known as Affiliated Club No. 5. Elegantly furnished headquarters have been secured in connection with the Hotel Daytonia, and visiting motorcyclists are assured of a warm welcome and a helping hand if needed.

Upon a special invitation of R. W. Kirby, president of the Urbana Motorcycle Club, a run was made to that city Sunday, November 8. This was the largest time the club has yet had. When it comes to hospitality the Urbana boys know the true meaning of the word. Two affairs have recently been held in Dayton, in each of which was an event for motorcycles. The first was Turners' Field Day, and the riders were confined to local amateurs. On October 31 a meet was held by the Dayton Auto Dealers' Association, with one motorcycle event scheduled. The Dayton Motorcycle Club is to be congratulated that it did not promote this affair, as owing to poor management it was almost a failure. The only thing that called forth real enthusiasm was the splendid riding by Fred Huyck on his Indian. The spectators were much disappointed in the balance of the program, as was evidenced by the continual cry from the grand stand to "bring on the motorcycles again." The committee on competition is making arrangements for a race meet in the early spring, which promises to be the largest ever held in Ohio. Already a number of well known record riders have signified their intentions to take part in the event.

CONSIDERABLE interest is being manifested by members of the San Francisco Motorcycle Club in an extended touring trip which is shortly to be undertaken by W. C. Deane, captain, and E. F. Merriweather, vice-president, of the club. These gentlemen leave on the 16th inst. for Fresno, thence on to Los Angeles, and on into the City of Mexico. When this country has been thoroughly gone over they will start north, going through Texas, making the southern states and up the Atlantic Coast to Deane's home at Brooklyn, N. Y. This is one of the longest touring trips ever attempted in this country, but as both riders are thoroughly experienced, they will no doubt make the trip without any great inconvenience. They expect to reach Brooklyn about August, 1909. Both Deane and Merriweather have taken a great deal of interest in motorcycling on the coast, and both have made some notable winnings, both on the track and in the many endurance runs which have been held under the auspices of the San Francisco club during the season. Deane has had considerable experience in captaining motorcycle clubs in the East, and under his guidance many extended tours and pleasant runs have been made into the interior of the state during the season. The local club feels that it will be hard to replace these gentlemen in the capacities which they now hold.

ONE of the most successful country runs ever given by the Motorcycle Club of San Diego, Cal., was enjoyed on Sunday, November 1, by a score of members and friends of the organization as the guests of C. A. Sheppard, the club's captain. The trip was to the Willows, near Alpine, and return, and included a big dinner at the popular country settlement.

After lining up for a photograph at the corner of Fourth and F streets, the twenty-two machines and riders started for the country about 9.30 o'clock. They rode to La Mesa and from there continued on through Cajon and Bostonia to the Willows. No attempt was made at speed. Frequent stops were made at places en route, and the party arrived at the Willows about 1 o'clock, in time for the dinner that had been prepared. After enjoying a few hours at the country settlement the return trip started, and the riders reached the city later in the afternoon, completing a sixty-mile trip.

THANKSGIVING EVE was set for the holding of a banquet by the Chicago Motorcycle Club, at which a musical program and entertainment has been outlined. One of the features will be a talk by Fred Huyck, the Chicago youngster who recently did things up in great shape at Detroit. Covers will be laid for 100 guests.

The members of the club will also discuss the proposition of a speedway for the two-wheeled cars, and with such a track properly banked and protected they are confident it can be made to pay financially and also encourage the growing sport of motorcycling. "On such a course," said J. T. Fisher, manager of the Chicago branch of the Indian Motorcycle Company, "a speed of seventy miles could be obtained."

THAT N. Y. M. C. DINNER

By One of 'Em

IT was a good dinner anyway. What? But everyone was sorry that Curtiss couldn't come. When? The bunch was there, and not a man jack but what enjoyed himself to the limit (and then some more). Where? Stop asking questions and let me get started, and I'll tell you about it.

It was not an elaborate affair at all. Some of the fellows had gotten up in open meeting at the club and told how their dress suits had shrunk since the last time; but they wanted to dine with the guest of honor just the same, so it was determined to wear business clothes and everyday manners. The dinner was one in compliment to Glen H. Curtiss—the 40-h. motorcycle man, and more recently pilot of the good (air) ship "June Bug"—and was given by the New York Motorcycle Club in the barn room at Moquin's the night before Election Day.

Curtiss, an old time member of the club, had entered a new machine for the F. A. M. championship races to be held the following day at Morris Park, and the last word was to the effect that he was coming down from Hammondsport with a basket to cart away the medals in. The occasion was looked upon as a good one by the club members to show their esteem for the man who has done so much for the sport, and the dinner was gotten up for the purpose.

It was disappointing, of course, when Secretary Ovington stood up and read a telegram that he had received from Mr. Curtiss at the eleventh hour, stating that he could not be present on account of a serious illness in his family circle. But the "invites" were all out, and the arrangements made, so what could we do but eat anyway. We didn't eat at once, oh, no! We waited. We waited some more. Then we still waited another. Why? Because those Brooklyn fellows were late. It was nine instead of eight o'clock, as per schedule, when the oysters were brought on, and there had been so many appetizers by this time that every one was feeling just on edge for them, too.

After that, things got to moving along in great shape. There was the dinner itself, of course. That was the excuse. There was a never ending supply of that "red ink" table d'hote stuff. Then we had stories. All were fine, superfine, the best that could be had. It was funny, too, now that I come to think of it, how they seemed to improve as the night wore on. Everybody told a yarn of some sort—those that didn't talk tried to. And our entertainment was not limited to our home talent either. "Bob" Morton brought over four "pros." with him, and they did their share toward keeping up the conversation, it must be acknowledged.

There were speeches made, before and after, and some in the meantime. Bridgeman did the most. "Doc" Thornley was second best. The balance run all the way from good to bad. What Viereck said was the worst. However, it was a happy lot of fellows that wandered off toward home (?) when the boards had been wiped clean of all that was either eatable or drinkable, and the last strains of "Lang Syne" had died away.

Those that lasted till the wind-up were: Pres. Bendix, Sec. Ovington, Morton, Shotwell, Malloy, Jenkins, Bridgeman, Gliesman, Viereck, "Doc" Thornley, Kircherer, Bruyere, McLaughlin, Cook, Nickerson, Chapple, Hedstrom, Kellogg, Wray, Kreuder, Horenberger. Guests of the evening were H. Shay, from Philadelphia, and Fred Huyck, of Chicago.

C. C. CARNEY, riding a Reading Standard, won the first motorcycle endurance run instituted by Long Beach (Cal.) enthusiasts Sunday, October 18. He covered the thirteen-mile course to Signal Hill and return in twenty-nine minutes, exceptionally good time considering the grade, and the fact that the motorcyclists rode through a foot of water at Devils Gate. Clarence G. Clayton struck and killed a dog near Signal Hill. He was thrown and his machine was damaged.

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Grand Jury Needs to be Enlightened

EXCEPTION can justly be taken to several sentences in the presentment of the Kings County Grand Jury for October, completed on the last day of the month, wherein it applies to motorcycles.

That speed laws should be enforced we agree, and the rider who runs his machine recklessly about the city, or in traffic, should be summarily dealt with. That part of the presentment is all right.

It goes on further to say, however, that motorcycles are harder to stop, turn and handle generally than automobiles, and that they form a more serious menace to life. This is not so.

Point 1—A motorcycle, traveling at any rate of speed can be stopped dead in the same distance that an automobile going at the same speed can. This has been proven time and again. And at twenty-five miles, or under, the motorcycle can be brought to a standstill in a shorter distance than the heavier car.

Point 2—That a two-wheeler is harder to turn than a car is a statement that is nonsensical. Standing still, a motorcycle can be turned in its own length. Did you ever see a car that could do this? At speed, using a mile flat dirt track as a testing ground, did ever a racing car make the turns as prettily as a motorcycle can? A racing automobile driver shuts off his power in making the turns. If he did not, both himself and car would go through the outer fence. It is on the turns that the motorcycle makes the better showing. Its power is not shut off, and it is this fact alone that enables it to equal the fast times made by the cars in track racing.

Point 3—A two-wheeler, with its handlebar control, is by far the most easily handled means of passenger transportation on the highways. There are no clutches to operate, nor gear shifting levers to manipulate. A twist of the wrist and the power is shut off instantly.

Point 4.—That the motorcycle is a more serious menace to life than the automobile is a statement that can be refuted by simply referring to the accident statistics compiled by every large city. It stands to reason that even should the number of persons hit by motorcycles equal that by automobiles—which it does not by any means—the lighter machine would be less liable to inflict serious injuries. As for the riders themselves, there are few cases indeed of deaths resulting from accidents to them; their machines are low, light, easily controlled and well braked. And to these facts the motorcyclist owes his safety.

Au Grand Trot

GOING with a grand trot! A French phrase, very expressive, full of action, motion. One can see the great coach, with its six thoroughbreds pounding along the white ribbon of road. That's the picture.

The motorcycle trade—our trade—strikes one that way just now. After a quietish summer, with lamenting Jeremiahs piercing the bowl of heaven all over the land, the motorcycle manufacturers are now looking forward to 1909, serenely, buoyantly, but not too buoyantly.

Some of them have enlarged their plants, have put in new men, fresh money, have taken space at the shows, and, in many ways, are putting their best foot forward, as the phrase is, for the new year.

There are now about forty makers and importers of motorcycles in this country, ranging in output from, say, fifty machines up to —well, fill in the blank yourself, you who know the output of he who wieldeth well the Tomahawk.

During the past season most of the forty have done fairly well, some exceedingly well. Not a single failure has been reported. And this in the dullest year of decades.

One firm, for some time under operation by receiver, is reputably reported to have worked out into the light so that, very soon now, the receiver may go back to his law books.

Some other makers, known to be rather sleepy as to payments, have taken in new capital, have paid off old scores and are now in the field with clean slates and comfortable surpluses.

Quite a few new concerns have entered the field as makers, some of them with ample capital, and one of which, at least, is sure to make a hot run for fame and business.

And so it runs through the entire gamut of the industry. There is not a single discordant note. All are silent, or mostly so, and have alert and hopeful eyes *looking forward.*

Fool Contests

ANY contest that eliminates five-eighths of the contestants in it is bad, does a lot of harm. Not because of the fact five out of every eight fall by the wayside, but because of the events that lead up to such a condition of affairs. When a dozen or more riders go tearing around the country, breaking the speed laws in every town they pass through, smashing their machines, injuring themselves and in imminent danger of doing worse things, then it is time that the sensible man refrains from lending his endorsement to such proceedings by refusing to ride in them.

The New Yorkers who took part in last Sunday's "endurance run" should have known better. If they did not, they do now. And a twenty-mile schedule will not be proposed again; the man who would dare suggest it may as well select his favorite flowers in advance. In fact, the riders who took part have already been elected to membership in the "Suicide Club."

We allow all Motorcycle agents 25 cents on each subscription they take for Motorcycle Illustrated. It's easy to get them, too. All you have to do is to show 'em the paper. You keep 25 cents and send us 75 cents. It's easy pocket money for some young fellow about your store. Write us *to-day* for ten subscription blanks.

When it comes to Tire

kind the Motorcyclists a

that's Indianapolis Dou

¶ The main reason why the motorcycle riders prefer and use Indianapolis Double Clincher G & J Tires is because they give the best service. They have not been adjudged winners in only one kind of motorcycle contest, but have always made the best showing in every event in which they have competed, whether for speed, endurance, reliability or every day use.

SEND FOR OUR MOTORCYCLE BO

G & J TIRE C

NEW YORK—10 W. Sixtieth St.
CHICAGO—1434 Michigan Ave.

DETROIT—256 Jefferson Ave.
SAN FRANCISCO—414-416 Van Ness Ave.

BOSTON—110 Federal St.
ST. LOUIS—415 N. Fourth St.

uality there's only one
e really positive about—
le Clincher G & J Tires

¶ There are other makes of motorcycle tires on the market and occasionally they make a fair showing when Indianapolis G & J's do not compete; but where a fair comparison has been made of actual service-giving qualities Indianapolis Double Clincher G & J Tires have always won the day, and will continue to do so.

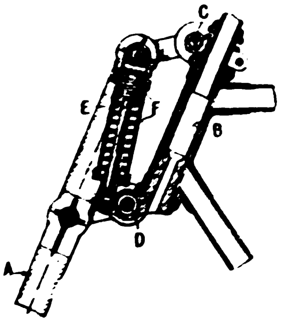
IT TELLS MORE ABOUT THEM.

Indianapolis, Ind.

LADELPHIA—713 N. Broad St.
NEAPOLIS—21 S. Second St.
LOS ANGELES—1010 S. Main St.
PORTLAND, ORE.—326 Burnside St.
BUFFALO—912 Main St.
DENVER, COLO.—1541 Cleveland Place.

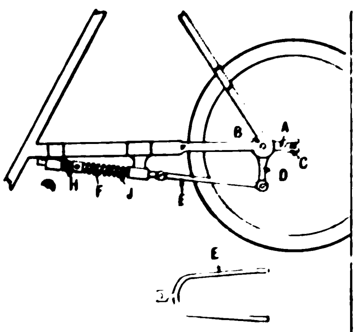
WITH THE BRITISH

An American Spring Fork.



The fork blades are extended upwardly, and connected to the steering member B by links C and D Connecting the links C and D is a cylinder and piston device E, within the cylinder of which are contained springs F, which absorb the vibration. The patent specification describes the invention in great detail, and it is pointed out that by making the cylinder and piston device airtight the cushioning effect of the air within is utilised, in addition to the effect of the springs F—E. C. R. Marks (Aurora Automatic Machinery Co.), No. 4,263. 1908

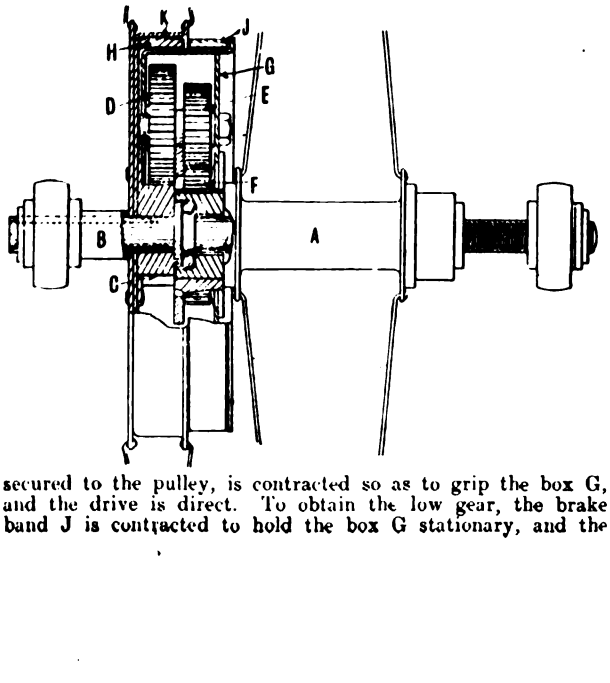
A Rear Wheel Spring Suspension.



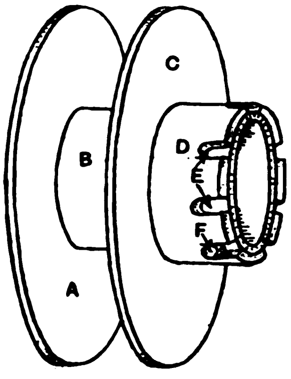
A pair of bell crank levers A are pivotally mounted in the rear fork ends B. One arm C extends horizontally to the rear and carries the back wheel. The other arm D extends vertically downward, and is connected by a fork E to a cross head working in a guide F secured to the chain stays G. The movement of the cross head is restrained in any desired degree by the action of the springs H and J.—Capt. St. John Hughes, No. 25,016, 1907.

A Live Axle Two-speed Gear.

The wheel A is mounted so as to be free to rotate independently of the live axle B. The pulley K takes the form of a drum secured to the live axle, and is formed with a sun pinion C gearing with the larger pinion D of a compound planet pinion, the smaller member of which (E) gears with a ring of teeth F carried by the hub. The gears are enclosed within a box G. For the high gear the band H, which is secured to the pulley, is contracted so as to grip the box G, and the drive is direct. To obtain the low gear, the brake band J is contracted to hold the box G stationary, and the band H now being released, the hub is driven through the sun pinion, planet pinions D and E, and toothed ring F, and a reduced gear is obtained. The specification does not describe the means whereby the bands H and J are to be operated.—A. W. Wall, No. 18,740, 1907.



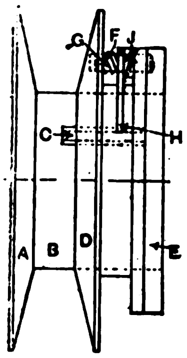
A Simple Variable Pulley.



The inner pulley flange A is formed integral with a sleeve B, which is keyed to the engine-shaft. The outer pulley flange C is free to slide on the sleeve B, and itself carries an outwardly projecting sleeve D In this sleeve D are cut a number of notches E of different depths, and with either of these is adapted to engage a peg F fixed to the sleeve B of the inner pulley flange A. By engaging the projection F with notches of different depths, the pulley flanges are secured at varying distances apart, and the desired object accomplished.—J T. Brown. No. 22,055, 1907.

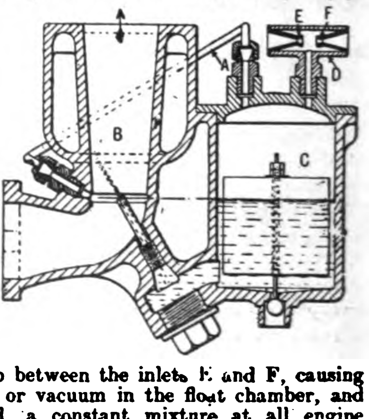
The Advance Adjustable Pulley.

One flange A is carried by a sleeve B, which is keyed to the engine-shaft. Free to slide on a feather C is the outer pulley flange D, which is locked in position by a ring E screwing on to the sleeve B. To prevent accidental movement of the adjustable flange, a pin F carried thereby is adapted to shoot into one of a number of recesses in the ring E under the action of a spring G. When it is desired to adjust the pulley it is necessary to withdraw the pin F from the recess in the ring E, and for this purpose a lever H is used. This is formed with an inclined plane J, which co-operates with a second inclined plane to withdraw the pin from the recess in the ring E when the lever is moved.—F. Smart, D. H. Gainsford, J. C. Power, and J. Power, No. 21,442, 1907.



An Automatic Carburetter.

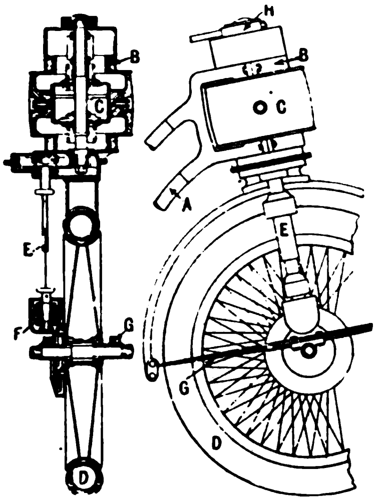
This carburetter is of the type in which the jet chamber and the float chamber are put into communication by a pipe in order to equalise the air pressures existing therein. The pipe A communicates with the jet chamber B about the level of the jet nozzle, and with the top of the float chamber C. The top of the float chamber also carries a compound air inlet D, having opposed conical inlets E and F. At low speeds the pressures are maintained equal by this device, but as the speed increases an eddy is set up between the inlets E and F, causing an increasing depression or vacuum in the float chamber, and providing, it is claimed, a constant mixture at all engine speeds by allowing less petrol to issue from the jet at high speeds.—P. G. L. Kreutzberger, No. 25,917, 1907.



INVENTORS AND IMPROVERS

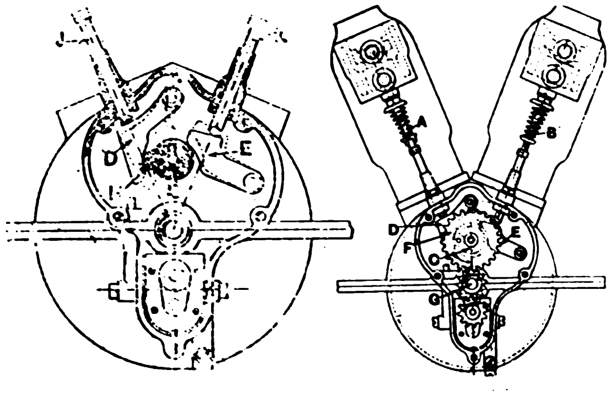
An Electrically-driven Tricycle.

This construction is intended to be applied to tricycles. The forward portion of the frame A is forked as shown at B, and mounted within the fork is an electro-motor C, the axis of which is in the same plane as that of the steering wheel D. The drive is transmitted from the electro-motor to the wheel D by means of a telescopic, universally-jointed spindle E, through bevel gearing F. The wheel A is supported from the frame by laminated springs G, and it is to allow of relative motion between the wheel and electro-motor that the driving spindle E is made telescopic. Steering is effected through the medium of a tiller H, and, although the specification gives no information on the point, the source of electric supply is presumably arranged in the rear part of the vehicle.—C. Lassen, No. 4,181, 1908.



Valve Mechanism of Twin Engines.

The two exhaust valves A and B are operated by the same cam C through the medium of lifting levers D and E. The cam C is formed integral with the larger half-time wheel F, which is driven by the wheel G. The acting portion of the cam C may take the form of an anti-friction roller H, and the ends of the rods J and K which lift the valves may be provided with anti-friction balls. The free ends of the lifting levers D and E are rounded off, so that the cam C may lift them in the event of the engine rotating in the wrong direction.—J. A. Wade, No. 19,430, 1907.



* * *

A PATENT PISTON RING.

A SAMPLE of a new patent piston ring has reached us from James B. Petter and Sons, of Yeovil, which is suitable for motor cycle engines. Reference to the illustrations of the S.P. ring, as it is called (see figs. 5 to 8), will show that, although it is bored eccentrically, in order to obtain approximately uniform normal pressure, as in other types, this boring cut is confined to the centre of the ring, and forms an eccentric groove in its interior circumference, leaving the sides untouched. Owing to this, the side-wearing surface is uniform, whereas with the ordinary type of piston ring Messrs. Petter point out that the side-wearing surface of the ring is reduced for a part of its circumference, and wear takes place both on the ring and in the ring grooves of the piston (figs. 3 and 4). They also point out that a twisting effect is produced by the reciprocating action of the piston, causing the sharp edges of the ring to rub both upon the ring grooves and upon the surface of the cylinder, and undue wear results. Moreover, in the ordinary type of piston ring, after being bored eccentrically (see fig. 1), the section near the joint is weak, and accidental breakages are liable to occur whilst removing the piston rings. The section of the S.P. piston ring near the joint is strong, and consequently resists all the tendencies to set up distortion, so that unnecessary wear both upon the ring grooves and upon the surface of the cylinder is prevented.

FIG 1

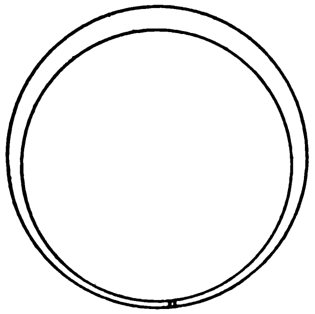


FIG 2

FIG 3

FIG 4

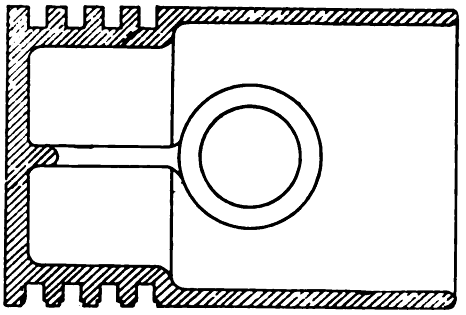


FIG 5

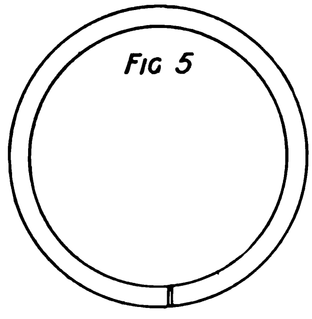


FIG 6

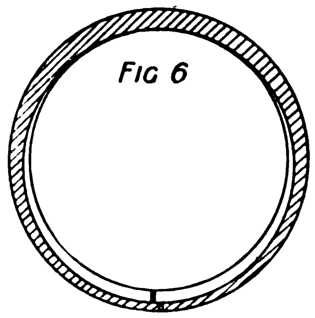


FIG 7

FIG 8

CORRESPONDENCE

A Wail From Joliet

PERHAPS you have seen the enclosed clipping from the Joliet (Ill.) *Republican* before. If not, you can see that we riders here stand very high (not) in the editorial opinion of this local sheet. The item appeared about six weeks ago and I cut it out especially to mail to you; but it got covered up in my desk and has just come to light. The heading was, "Restrain Motorcycles."

"While the people and the city council are considering methods of restraining the speed-maniacs who imperil the lives of citizens with their rapidly-driven automobiles, it would be well to pay some heed to the devilish motorcycle. That instrument of fiendish malignity bids fair to become an even greater menace than the auto. The speed possible for these machines is greater than that of their larger brothers and they are usually ridden by boys who have little or no regard for anything save their desire to attain the highest speed possible. In Aurora an ordinance has been passed by the city council limiting the speed of these machines to eight miles an hour. That is certainly liberal enough. Our own council would do well to pass a similar order of restriction.

"The frequency with which bicyclists, with engines buzzing under their seats, shoot past on the highway grows apace, very much apace. The terrific speed now attained by the goggled riders that crouch over the handlebars is the result of nine years of development in perfecting the smallest motors that are practical for use. Motorcycles are much more prevalent in England than the United States, for nearly half of the 53,000 motor vehicles there are cycles, a comparison that forebodes a great increase here in a few years: in fact, the prediction is that not less than 100,000 of these machines will shoot across the landscape in six years, a multiplication of their dangers to the public by ten. The increase in motorcycling has brought about new speed records, that of two miles in a minute having been made recently. Hundreds of young women, with no law to prevent, are risking their necks at it, nearly every county fair this year having "dare-devil" races.

"There have been discovered some few practical uses for the motorcycles, in rural mail and city parcel deliveries, and they are becoming a factor even in business. Some machines have been built with eight cylinders and twenty horse-power, but most that chase past on the street have three and one-half to seven horse-power, enough, however, to kill or cripple a victim. The first machine was brought to the United States in 1898 by Henry Fournier, and apparently the demand for a means for terrific speed cheap, which the auto makers have failed to supply, has given the motorcycles a substantial lead, even if the reduction of auto prices does come soon, or a restrictive law comes still sooner."

What do you think of that now? Wouldn't it jar you in fifty-seven different varieties. Perhaps some parts of it are rich enough to print. Yours truly,

'TWO-MILES-A-MINUTE.'

Joliet, Ill.

One Man's Splendid Record

AS a fellow motorist, and one who enjoys the sport, I think my experience of the past season will be worth hearing. In the last part of May, 1908, I purchased a 3½ h. N. S. U. motorcycle to replace in my business an Oldsmobile runabout that I had been using. Since that time I have ridden it every day, Sundays excepted, to date without one cent for repairs, have never had a puncture, have never stopped on the road and have covered 6,800 miles over roads that most riders would consider the worst to be had.

I am superintendent of the Pitman, Glassboro and Clayton Gas Company, and we supply a territory of about fifteen square miles, comprising some seven or eight towns. You can readily see the necessity for my traveling so much. My expense for gasoline figures out at about 100 miles per gallon, and the total cost for lubrication has been seventy-five cents, the price I paid for one gallon of Mobileoil "B." I am using Continental tires and they still have the original air in them. I am positive no automobile built could give the same satisfactory service, and I believe that few chain driven motorcycles could equal it.

I think a record of this kind is of more commercial value and of more practical value than all the 100 mile track and road races that were ever held. Track racing does not prove the merits of any machine, and buyers should not be misled by the winnings of a special lot of machines ridden by a paid track team. Would be glad to have any one of them follow me for twenty-four hours, and I will guarantee to buy his machine for scrap iron when we quit.

I have proof of the record I write you about and would be pleased to submit same if necessary to convince. Tell the party who recently completed the Milwaukee to Chicago Record Run (?) to forget it—make as good time every day and never burn out any brakes.

Yours truly,

V. W. DUKE.

Glassboro, N. J.

A Correction

REFERRING to article in MOTORCYCLE ILLUSTRATED, issue of October 15th, under heading "A B C of the Motorcycle," I believe an erroneous impression has been given.

In the second paragraph the statement is made: "On three cycles of the motor the momentum of the flywheels, etc." Under the cuts at the close of article is the following explanatory note: "The four cycles, or strokes, of the piston of the usual motorcycle engine necessary to secure one power, or explosive stroke."

According to above, the impression is given that "stroke" and "cycle" are synonymous, which is not the case. In a four-stroke cycle engine, commonly called four-cycle, there are four operations in one cycle of two revolutions of the fly wheel. For each complete revolution of the fly wheel there are two strokes of the piston, an "up" stroke and a "down" stroke.

The four operations (four strokes of the piston) necessary to complete one full cycle are:

1. Compression, up.
2. Ignition and expansion (explosion), down.
3. Exhaust, up.
4. Suction, down.

I trust that I have made myself clear. With best wishes, I am, Very truly yours,

ALFRED J. LEWIS.

Alliance, Ohio.

The expression "four-cycle" is a contraction of "four-stroke-cycle," and the error of confusing "cycle" with "stroke" is a frequent one. The four strokes are usually given, however, as: 1. Suction. 2. Compression. 3. Explosion or expansion. 4. Exhaust.

WHY is it people in "Cincy" still stand with their mouths open when a motor-bike passes them? We have agents but not enough riders. You asked what was the matter with Covington, Ky. Well, it's too near Cin., and they must be dead also. We have good streets, and "cops" don't worry one. I guess all we can produce is a good President.

Yours,

"DISGUSTED MOTORCYCLIST."

Cincinnati, Ohio.

Motorcycle Mart IT SELLS THE STUFF TWO CENTS A WORD

TRADE

ECLIPSE LINE FOR 1909

FOR the coming year the Eclipse Machine Company, of Elmira, N. Y., have brought out a line of motorcycle hubs which have many special features that will commend them to the users of motorcycles. The line includes the new Eclipse coaster brakes, for both chain and belt drive machines, and an entirely new front-wheel hub with a knock-out axle. The brake is a very large and powerful one, designed for use on machines with engines of the highest power. It is an absolutely free coaster—a most important feature for a motorcycle brake.

ECLIPSE CO.'S PLANT AT ELMIRA.

The Eclipse company was the first to make coaster brakes for bicycles; the original Morrow was the product of this company. Before 1897 the factory was devoted to the production of Eclipse bicycles; but since that year its largest output has been coaster brakes. For the past three years motorcycle brakes have been made, and for two years front hubs.

In addition to the line of hubs, the Eclipse company manufactures a power driven hack-saw that is largely used by manufacturers throughout the world. It makes also the Eclipse steam-hydraulic ram, used largely in refrigerating plants, breweries, etc. In fact, almost anything in the way of steel, brass, copper or aluminum parts and fittings can be turned out at the Elmira plant. Ralph D. Webster, Vice-President of the Eclipse Manufacturing Co. recently showed a MOTORCYCLE ILLUSTRATED representative through the immense shops there, and said:

"During the past two years, we have made on contract for bicycle and motorcycle manufacturers, and automobile manufacturers, a large number of parts, including A. L. A. M. Standard bolts and nuts, bearing cups and cones, gears and transmission parts; and, in fact, any and all parts made from steel, brass, copper and aluminum.

"We have a very large battery of automatic screw machines, and are in position to do all kinds of screw machine work, also case-hardening, polishing, plating, etc. We make a great many parts for motorcycle engines, and make for one manufacturer a complete motor.

"During the past year we manufactured over 3,000 different pieces, and at the present time we have more orders than we had last season, so expect our line will be increased

"We have also made during the past year a great many spark plug bodies, and, in fact, believe we are the largest makers of spark plug bodies in the country today. We make them for a great many of the leading spark plug companies, and are now figuring with others.

"We are ready to take up any work of this kind, and will quote prices to any one who will furnish us blueprints, advising as regards quantity. We are, however, not in position to do cheap work, and do not make any pretense to compete with people who do work of that character."

THE genial, well-known Herbert A. Githens, who for many years has been the general traveling representative of the G & J Tire Company of Indianapolis, has been advanced to general sales manager. He will have entire charge of the sales force of the G. & J. company, but will, as before, find time to visit his many friends occasionally in the automobile and motorcycle trades. Mr. Githens was one of the first to recognize the rapidly growing demand for good motorcycle tires. For several years he has made it a point to follow the F. A. M. road contests with a big car full of tires and tubes, to render "first aid" to the needy ones.

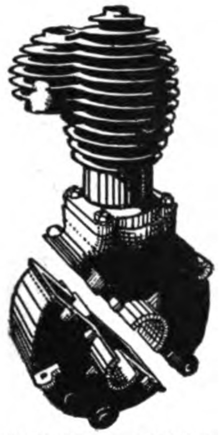
MORGAN & WRIGHT tires made a remarkable clean-up at the F. A. M. national championship events on Election Day at Morris Park, New York City. Not only the winners in all of the three championship events, but the second and third machine in each race were fitted with M. & W. Basket Weave treads.

ONE of San Francisco's old-timers is Jos. Holle, popularly known as "The Bike Doctor," whose store and shop at 20th and Folsom Streets is one of the largest and best equipped in the country. The building is 50x122½ feet and contains 6,125 sq. ft. of floor space. The repair shop is 50x35 feet and is devoted exclusively to the care and repair of motorcycles and bicycles. Holle is agent, for Northern California, for the Torpedo, Excelsior and Harley-Davidson machines. He has been in business in San Francisco for nearly fourteen years. Away back in 1900 he received his first motorcycle—a Holley Autobike—and he has been in the game ever since. He says all indications point toward a tremendous boom in motorcycling along the Pacific Coast in 1909.

THE BIKE DOCTOR'S SHOP.

NEW GREYHOUND MODEL AUTO-BI

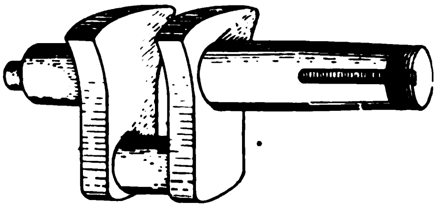
THE Auto-Bi Company announces an entirely distinct model for 1909, and from the description given, the new machine will doubtless be very popular. One of the marked improvements shown is a shock absorber, which is all that the name implies. It allows the use of the ordinary rigid frame construction, and without interfering in any way gives all the benefit of a spring frame without its disadvantages, such as loose frame parts, trouble in keeping spring frame in alignment, variable belt tension, additional strain on motor, etc. The Greyhound shock absorber keeps the rider suspended on springs in practically a stationary position, the machine itself getting the jolts from rough riding. This is a most distinct practical improvement toward the comfort of motorcycling, and will without question be appreciated by the public.


THE GREYHOUND MOTOR

The Greyhound machine is equipped with new truss spring forks of very solid construction, which utilize the leverage principle in order to get a very wide range of frame movement with a narrow range of spring movement. Each inch of spring compression gives two inches of vertical frame movement to absorb vibration caused by rough roads, etc. This is in direct opposition to several spring forks now on the market, and results in very easy riding, no matter how rough the roads are. The principle of the well known Auto-Bi chain-belt drive has been retained; but its construction is very much heavier and more substantial to allow for increased power of motor. Each belt is guaranteed for 3,000 miles.

A new timer of very simple, dust-proof construction is used. The muffler is fitted direct to the engine with a foot-operated cut-out attached. Two and a half inch clincher tires and steel rims are used. Silver-grey finish throughout, extra wide mud guards. Handle bars of new design, neat in appearance, are fitted, that give the rider a position which does not tire the wrists. The oiling device is so arranged that oil may be fed while riding, constantly or intermittently, in any quantity, either to the cylinder or the crank case.

The Greyhound is fitted with the Auto-Bi carbureter, which is fastened direct to the head of the motor and acts as a retaining clamp for the inlet valve. Its makers guarantee that this carbureter can be run over the roughest roads without upsetting the mixture and skipping explosions. Machine is fitted with a stand of durable construction. This attaches to a special lug on rear fork end, and is not connected in any way with the rear axle. This allows the removal of rear wheel without interfering with the stand attachment.


CRANK SHAFT CONSTRUCTION.

The motor is 3-h. and is equipped with auxiliary exhaust ports, this company being the only American makers equipping stock machines in such manner. It is mounted on the lower forward reach of the frame, so as to throw the weight as low as possible; this also adds to the comfort of the rider by relieving him of its heat and securing the best possible position for cooling. Cylinder and head are cast in one piece. Crank shaft is one piece of solid forged steel, hardened and ground. Connecting rod is of phosphor bronze, and can be adjusted without removing the motor from its frame. Battery equipment consists of three regular No. 6 dry cells. Tank capacity, gasoline, six quarts; oil, one quart. Extra large saddle. A very valuable feature is a flusher tube, loosely connected to the head of the motor, allowing an instantaneous flushing of cylinder and easy starting, no matter how cold the weather. Particular attention has been paid to every detail, specially to the small parts which in the past have been annoying by the very fact of their being so small.

ON November 4 Emil Grossman, president of the National Sales Corporation, sailed for Europe on the Lusitania to visit the coming automobile shows in England and France. He will also spend some little time at the Stanley Show, looking up and making arrangements to import the best of the new motorcycle parts and accessories. While abroad he will visit the factory of Peugeot Freres, makers of the famous Peugeot motors. The National Sales Corporation will continue to import these motors for 1909, together with the Longuemare carbureter and other fittings. Mr. Grossman will then go to Milan, Italy, where he expects to complete his plans whereby enough of the Pirelli steel studded motorcycle tires can be secured to supply the demand for them in this country. Mrs. Grossman accompanies him on the trip.

BRIEF announcement has just been made of the plans of the Reading-Standard Company for 1909. The most radical change is to be the marketing of belt driven machines in addition to the new models of chain drive. All of the present models will be supplied with either chain or belt, and two more models will be added to the chain driven line. The R-S mechanical intake valve motor will be continued on all models; its success has been so great that no radical changes have been found necessary, although there is to be general refinement of details. No deliveries of new models will be made, however, till after the New York show.

THE Southern California agency for the Pierce four-cylinder has been secured by the John T. Bill Co., of Los Angeles. The first of the new models was received in that city about two weeks ago.

THE rivalry which has existed between C. Will Risden and J. Arthur Scott has at last resulted in a contest to a finish. If Scott wins well and good—Risden is scheduled to hang a sign in the salesroom of his establishment stating that the Thor is the best machine for speed—if Risden wins, however, J. Arthur is the one who will put up the sign owning up to the fact that the Indian is the better of the two. Motorcycles of both makes have won races at Agricultural Park during meets which the Los Angeles Motorcycle Club has held, and both machines have succeeded in making the Newhall climb. Which is the faster will be settled at some early date on the Palisades.

AMONG new comers in the motorcycle field is W. C. Overman, who has recently joined the forces of the Auto-Bi Company, Buffalo, N. Y. Mr. Overman was for years connected with the Overman Wheel Co., which made and marketed the Victor bicycle, which had a world-wide reputation. No doubt his experience in the bicycle field will stand him in good stead in the motorcycle business.

The Mexican government is importing motorcycles from Bohemia to be used in the collections of letters.

THE MOTORCYCLE MART
SELLS THE STUFF
TWO CENTS A WORD

To the Dealer

Excelsior Auto-Cycles

**Have Been Tested in the Crucible
of Hard Practical Service and Found**

GOOD

Every Excelsior Owner is a satisfied owner and every Excelsior Dealer has expressed his appreciation of honest goods and fair treatment.

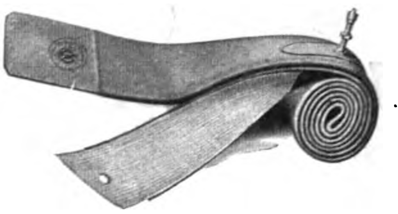
Excelsior Auto-Cycles
will be sold by established dealers only; no curbstone salesmen and no cut prices.

Write us for 1909 proposition and if your territory has not already been allotted, we will interest you.

Write today, good locations are being rapidly closed up.

Excelsior Supply Company
ESTABLISHED 1876
233-235-237 Randolph St., Chicago, Illinois

EFFECTUAL **remedies for tire troubles are few and far** between, and each has some points to which objection can be made. Tire bands add weight, filling substances usually spoil the resiliency of the tire, etc. In "Permanit," however, Adolf Karl & Co., 239 Washington street, Newark, N. J., say the solution of the problem is offered. This is an imported preparation, very well known on the other side, that is just being introduced in the United States. This remedy will heal punctured tires, it is stated, without injuring the rubber; neither does it increase the weight of the tire. "Permanit" does not dissolve in water, neither does it become a paste, glue or fluid. The preparation comes in powder form, rendering it very convenient for use. Two ounces of the powder are sufficient for a motorcycle tire, and it is claimed that it absolutely prevents the danger of punctures. The importers are desirous of getting into communication with motorcycle dealers throughout the country. A liberal plan has been laid out for introducing and marketing the preparation; prices and particulars of which can be secured from Karl & Co., at the above address.



BUTT-END **motorcycle tubes seem to have suddenly sprung** into favor all over the country, probably because of the success with which they were used by the endurance riders in the big meets last summer. Their advantage lies in the fact that the rear inner tube can be taken out without the necessity of removing the wheel and spoiling chain and belt adjustments. The new butt-end tube that Morgan & Wright are putting out seems to overcome the one objection that has been raised to them heretofore, viz: their tendency to creep, especially when ridden soft. This tube does not depend upon inflation to keep the ends in place, these being held together securely, at any pressure, by the canvas strip shown in the cut, which hooks over the valve stem.

MOTORCYCLE MART—IT SELLS THE STUFF

Buy; Sell; Exchange. Two Cents a Word. Cash With Copy

HEATH'S CHALLENGE BELTS—Auto or motorcycle; "V" or flat; any size or length; pliable as a string, grips like steel, non-slipping. State your needs, will send folder and price. Carried in stock by Thiem Manufacturing Company, Minneapolis, Minn.; the Auto Goods Company, Denver, Col.; Central City Rubber Company, Syracuse, N. Y.; C. L. Smith, Los Angeles, Cal. Manufactured by Heath, 288 Columbus avenue, Boston, Mass. Also New England distributors for Thiem motorcycles. Agents wanted.

FOR SALE OR EXCHANGE—R-S motor tandem, 3½-h., Bailey tread tires, in first-class condition; in every way a very fine machine. Immediate deliveries of all the famous R-S models, second hand machines taken in part payment. Marsh motorcycle, a bargain at $45. John R. Hull, Mt. Hope, Lancaster, Pa.

WANTED—First-class motorcycle engine repair man. Must be experienced and A No. 1 mechanic. Give references and state wages expected. Address Repair Man, care MOTORCYCLE ILLUSTRATED.

FOR SALE—1908 Indian twin cylinder with tandem attachment, and Curtis flexible side car, 2¼ inch front, 2½ inch rear G & J tire, cap, coat, gloves, leggins, red book road guide, extra parts, tire free from punctures, enamelled bright, as good as new but called second-hand. Whole outfit $225. F. O. B. Willimantic, Conn. J. Z. Mathieu, Box 286.

1908 SINGLE cylinder Indian for sale. French gray finish, low seat attachment, perfect running order. Jay Whitbeck, Kinderhook, N. Y.

FOR SALE—2-h. Erie motorcycle, good as new, G. & J. tires, $60. Address M. K. Miller, Van Hornesville, N. Y.

ONE FORD AUTOMOBILE to exchange for F. N. motorcycle. Orient buckboard wanted to exchange for 1907 Yale motorcycle. B. T. Epps, Athens, Ga.

M. M. 1908 SPECIAL, 3¾-h., ridden 600 miles, have twin M. M., perfect, $150. 1906 Marsh, 1908 engine, $65. Big bargain. If interested, send for other information. Otto W. Payne, Long Island M. M. agent., Baldwins, L. I., N. Y.

WANTED—A second-hand motorcycle at a bargain. Address, Leland Wright, Bordentown, N. J.

FOR SALE—Twin Cylinder 6 h. p. N. S. U., 1908 model, bought August 26. Ridden from Denver, Colorado, to Kansas City, Mo. Nickel and enamel absolutely good as new. Spring forks; about ten dollars worth spare parts. Will guarantee machine to be in perfect condition. No reasonable offer rejected. Address, H. T. LaBonte, R. F. D. No. 4, Arcadia, Kans.

FOR SALE—Excelsior motorcycle, new July, 1908. Ridden approximately 700 miles. Cyclometer, extra tire, spare plugs, etc. Machine good as new. Nickel and enamel in splendid condition. Make offer. Correspondence solicited. Address, W. O. LaBonte, R. F. D. No. 4, Arcadia, Kans.

MANUFACTURERS—I have a device which will improve the Sidecar to an unlimited extent; need the money to turn it into money; will sell. Address P. C. P., care of MOTORCYCLE.

NO MOTORCYCLIST
will ride another saddle after he has tried a
MESINGER 1909 fitted with SHOCK ABSORBER
H. & F. MESINGER MANUFACTURING CO.
1801-3 FIRST AVENUE NEW YORK

Pfanstiehl Motor Cycle Coils
Are Guaranteed for 5 Years
Study our method of construction and learn how this is possible.
Standard equipment with six of the leading manufacturers.
Write for particulars
PFANSTIEHL ELECTRICAL LABORATORY, North Chicago, Ill.

C. O. T. Gum Gum. Ask your dealer how nicely it repairs digouts in your auto shoe. For sale by jobbers. CHAS. O. TINGLEY & CO., Rahway, N. J.

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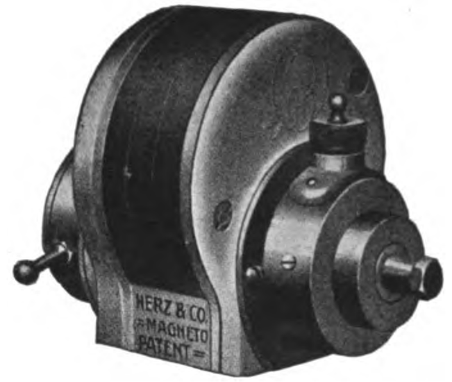
The Finest Styrian Magnet Steel Used



Best Possible Workmanship

All Parts Absolutely Interchangeable

Two Motorcycle Types, 3 h.p. and 4 h.p. 1 Cylinder
Two Types 2 Cylinder up to 6 h.p.
Weight 4 to 5 pounds

The Only ABSOLUTELY Reliable Magneto
Buy the Best at the Same Price

Smallest, Lightest and Most Effective Magneto Ever Made

20 Points of Superiority Over all Others

HERZ & CO., Civil Engineers

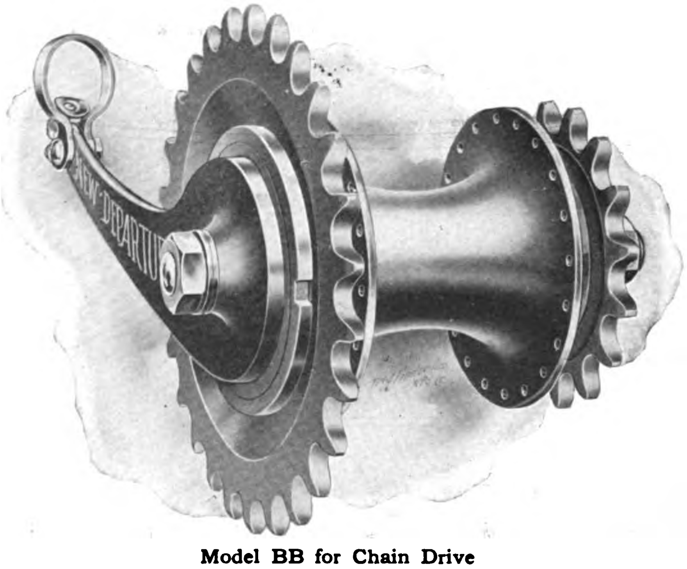
203-205 LAFAYETTE STREET

PARIS **NEW YORK** **VIENNA**

WRITE US TODAY

All 1909 M.M.'s Have
MAGNETO IGNITION
Secure Your Territory Now

AMERICAN MOTOR COMPANY, Brockton, Mass.
MR. GEO. P. JENKINS, Factory Representative, 10 WEST 60th STREET, NEW YORK CITY



Model BB for Chain Drive

NEW DEPARTURE COASTER BRAKE
For Bicycles and Motorcycles

This is the make so many motorcycle riders are talking about—the make that is reliable every time. Perhaps you are having brake trouble. If so, investigate the New Departure.

The New Departure Manufacturing Co., Bristol, Conn.

CORBIN

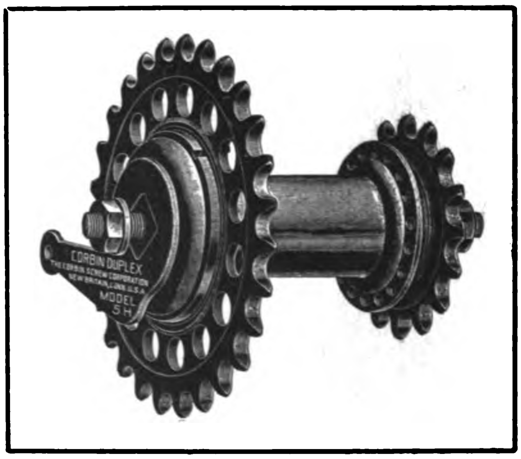
The Coaster Brake that earned the right to lead not by words but by deeds, and many of them.

Whether applied to

Bicycles or Motorcycles

it has proven uniformly satisfactory.

Every one knows that the name Corbin is but another term for quality.



CORBIN MOTORCYCLE COASTER BRAKE

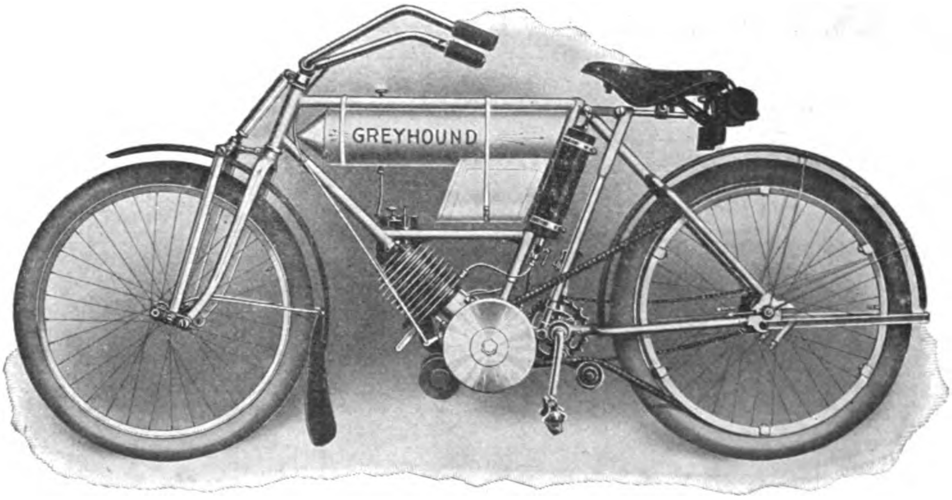
We are ready to talk 1909 Business

Corbin Screw Corporation, HIGH ST., NEW BRITAIN, CONN.

Perfect Score In F. A. M. National Endurance Contest

Our 1909 model is so far in advance of anything now on the market that we have decided to distinguish it by giving it the name "GREYHOUND."

It constitutes an ideal combination of *simplicity, comfort* and *durability.* No moss grown theories obtain in our models, which are not only *practical* but *comfortable.*



GREYHOUND NO. 48

A FEW OF THE GOOD THINGS

Greyhound Shock Absorber rides like a Pullman and still retains all the advantages of rigid frame construction.

New Truss spring forks.

Improved chain belt drive (Guaranteed for 3,000 miles).

A silent muffler.

2½" Clincher tires and steel rims.

A general refinement in details in every particular.

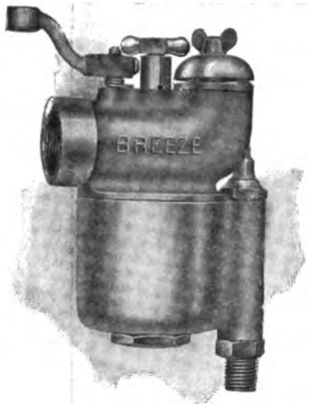
Our catalogue explains in detail the exclusive features which stamp the **"Greyhound"** as absolutely the highest grade motorcycle ever produced.

Responsible Agents Wanted. ***Write NOW.***

THE AUTO-BI COMPANY, 1443 Niagara Street, Buffalo, New York

Attention

Those Interested in Motorcycles, whether in the Trade or as Riders



ONE HALF ACTUAL SIZE

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It is made especially for motorcycle use—not a reduced size from an auto or marine model. It represents a busy shop, a liberal sales policy, and years of experience. We know how to make carbureters, are not experimenting at your expense nor on your money.

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Connections for any popular make of machine can be furnished with the carbureter

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MOTORCYCLE TIRES

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STRONG — FAST — EASY

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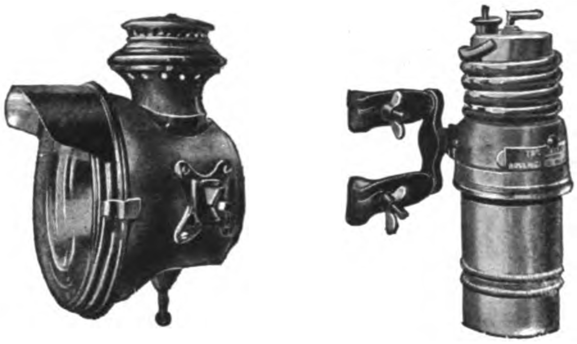

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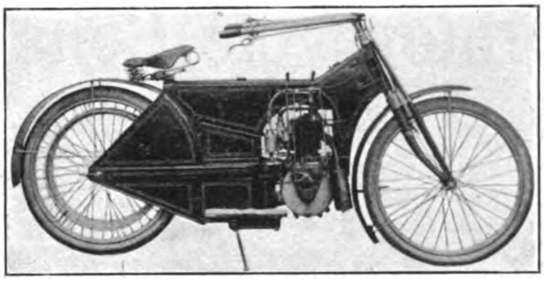

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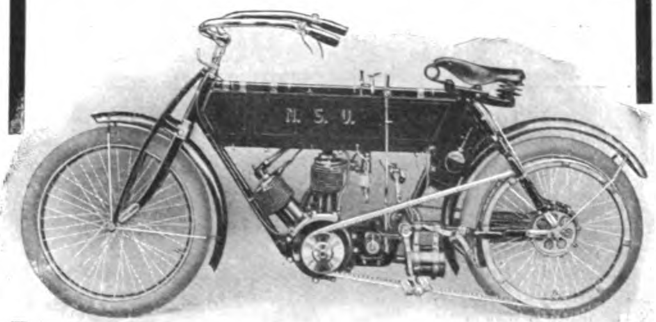

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THAT FOR THE N. S. U.

Our Stock Models have successfully competed in 5, 10, 25 and 100 mile track and road races under full head and never a groan. Why? Because they're built right from the inside out. They are made to stand up for you and everybody.

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seems necessary, a fact
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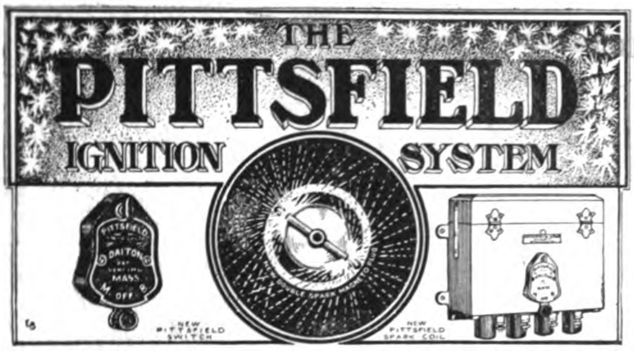
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Superior propelling power. *Does not drag* but *drives* car, motorcycle, boat or machinery. Explodes the charges of all gas, gasoline and alcohol engines. Invariably reliable and automatically positive. Sure in all the functions of the different elements.

Pittsfield apparatus operates with unfailing certainty, meeting every demand, no matter how exacting or severe. Supplies with inevitable regularity the fierce, hot sparks that give a reliable and absolutely controllable force from the slowest to the swiftest speed.

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The New Pittsfield Magneto Plug is a triumph of inventive genius. The two spark gaps lie in the same plane, which is at right angles to the axis of the plug, so that both sparks fire straight out into the mixture. In make-up it is beyond criticism, both electrically and mechanically: the insulation is practically *solid mica* and impenetrable to the highest tensions of to-day.

The Pittsfield Spark Coil

The Pittsfield Spark Coil is the synonym of all that is ideal. Designed by a celebrated expert, constructed by experienced mechanics under the most exacting supervision, it has forced its way to the very front rank in every branch of motor work.

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The Pittsfield Switch is not approached by any other device of its kind for absolute dependability under any and all conditions of service.

Utterly impossible to short circuit batteries through this switch through any combination of switch position and plug.

With plug removed the lever may be left or put on battery terminal with perfect impunity, as the circuit is wide open and must remain so until the plug is replaced. At the same time the magneto circuit is positively closed, making it inoperative and useless while plug is out.

The products of the Pittsfield Spark Coil Co. are made for hard, exacting, long-continued service and with the purpose of earning a reputation as the very best apparatus of their kind anywhere.

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110 MILES IN
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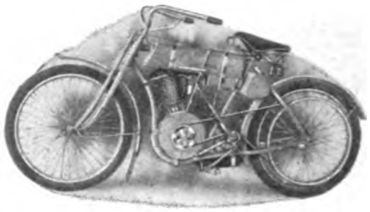

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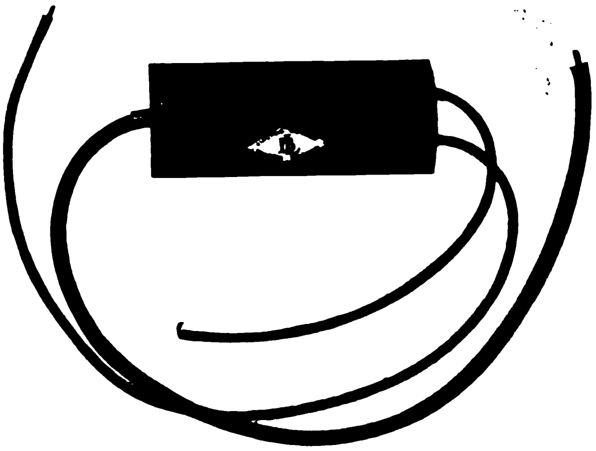

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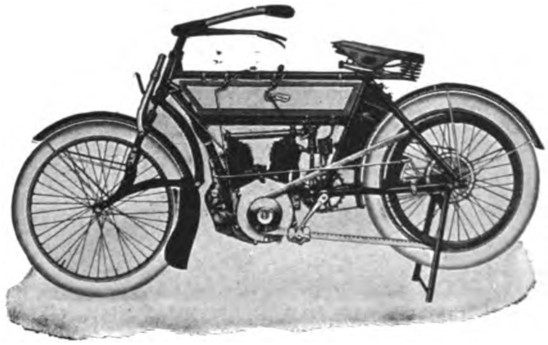

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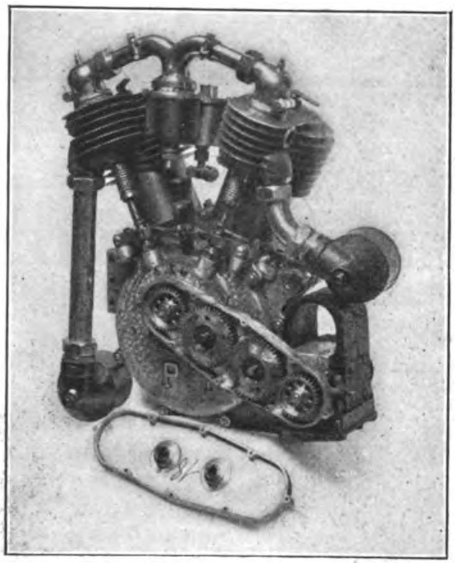

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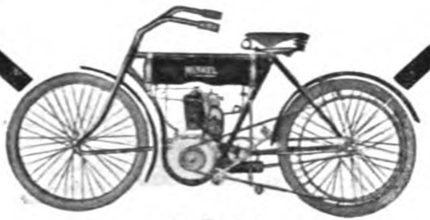

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have during the past season by their consistent performance gained for themselves an enviable reputation and universal recognition, not in one particular locality, but wherever introduced. The list of winnings and notable performances has grown so rapidly that space will not permit enumerating all here, but copies of same can be had and all other details regarding exclusive points of construction, operation, etc., by request, to

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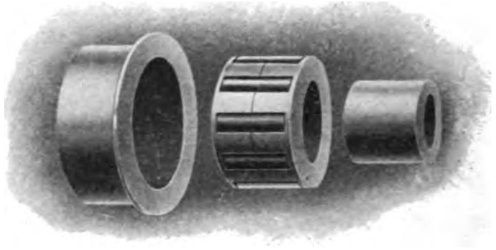
CURTISS ROLLER BEARING ENGINES



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30% less friction, therefore
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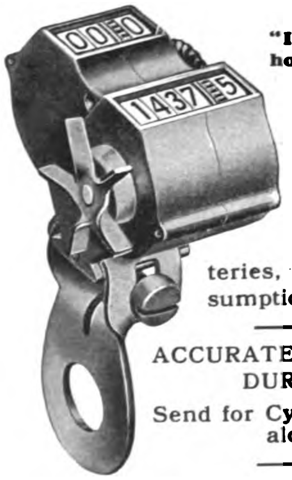
FOR MOTORCYCLES



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It also tells just what you ought to know regarding tires, batteries, gasoline consumption, etc.

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DURABLE

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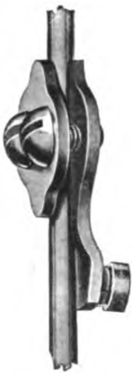

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ALL MAKES, FOR SALE

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any other American manufacturer
Armac Introduced
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28° V Belting
We are still using the same Belt
WHY?

Because it is the only perfect transmission for a Motorcycle. *"The Belt that requires no Idler."* Transmission, combined with the many other talking and selling features, makes the Armac Agency most desirable, for a demonstration of Armac's Power, Quiet, Comfortable Riding Qualities is all that is required to get Repeat Orders.
Our New Catalog awaits your request.
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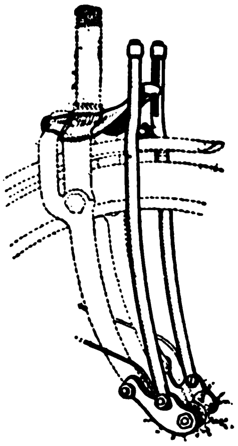

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Easily attached to any Motorcycle

Absolutely essential for comfort

Absorbs all shocks, jolts and vibration

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A positive relief for SUNBURN, CHAFING and all afflictions of the skin. Removes all odor of perspiration. GET MENNEN'S—the original. Put up in non-refillable boxes, "THE BOX THAT LOX." Sold everywhere or mailed for 25 cents. *Sample free.*

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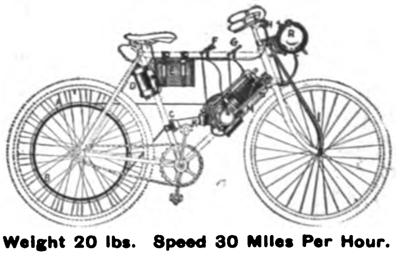
Gerhard Mennen Co., Newark, N J

Convert your Bicycle into a Motorcycle
Clement Motor 1¼ H. P.



Weight 20 lbs. Speed 30 Miles Per Hour.

For $65

Our Motorcycle Equipment, consisting of everything complete to convert any bicycle into a motorcycle, price, **$65.00**

We guarantee these Motors for one year against any defect in workmanship or materials.

Motor Complete with Carburetor and Muffler, $35
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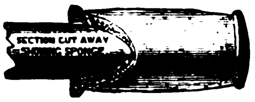
To make Riding Comfortable
YOU MUST USE



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If not regularly furnished on your new mount, specify them when ordering and get them without extra charge

INSIST ON HAVING THEM

No other Grip can take their place to avoid "THAT NUMB FEELING" in hands and wrists

All up-to date manufacturers are using them. Leading jobbers everywhere carry full line

MATTSON RUBBER COMPANY :: LODI, N. J.

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F. P. PRIAL, Chairman,
Membership Committee, F. A. M.,
299 Broadway, New York, N. Y.

Dear Sir:

I feel that I *ought to* join the FEDERATION OF AMERICAN MOTORCYCLISTS. Please send me particulars.

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BRADLEY
Motorcycles
BEST BY MERIT

A Single-Cylinder STOCK Machine made this Record at Point Breeze Races, Philadelphia, Pa., May 23, 1908
5 Mile Novice Race: L. Steinhauser, First Place
10 Mile Australian Pursuit Race: L. Steinhauser, Second Place
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The Machine You Will Eventually Ride

Bradley Motor Co., 268 Diamond St., Philadelphia, Pa.

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The 70 Mile an Hour TRANSMISSION

The most comfortable drive in existence is via belt. Every motorcycle manufacturer of consequence will give you V belt transmission for 1909 if you wish it. To be sure of lack of trouble and cleanliness, specify the S.-G. Belt. They all will use it, so see that you get what you want.

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Patents Pending.

WHAT YOU HAVE BEEN LOOKING FOR

O. M. C. Motorcycle Stand

Weight only 3 pounds 9 ounces
Price, complete, $3.50

FEATURES: Rear wheel can be removed without interfering with Stand. Easily attached. Handsome in appearance. Light and compact. Locks automatically up or down. Made of best steel throughout. Released by the foot. Operates from one side. Having no separate legs, cannot get into the spokes.

Clamps of new design, having two point contact on frame, which eliminates all danger of tubing crystalizing. Quickest operated. Beautifully nickeled and enameled in Black and Indian Blue.

Specify make of machine when ordering

Manufactured by

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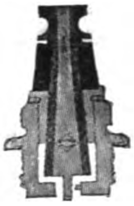

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All of the principal motorcycle records have been broken during the year.

The winning machines invariably used the

SPLITDORF Motorcycle Plug

Now Why?

Mr. Manufacturer, this is the proper time for you to get in touch with us for 1909

C. F. SPLITDORF Walton Ave. & 138th St. Branch, 1679 Broadway **New York**

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The Classic **English Tourist Trophy Race** has been won **three** consecutive seasons by Motorcycles fitted with **Peugeot Motors,** defeating every other prominent make entered in their class.

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A limited number of single and double cylinder motors in stock, ready for immediate delivery. Price and particulars upon request.

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5 1909

TEN CENTS

MOTORCYCLE ILLUSTRATED

Vol. III　December 1, 1908　No. 17

MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

THE INDIAN

MOTOCYCLE

1908

WON EVERYTHING IN SIGHT

1909

WILL WIN EVERYONE BY ITS STYLE SPEED QUALITY

WALTER GOERKE, F. A. M. NATIONAL CHAMPION

WATCH FOR THE NEW MODELS

HENDEE MANUFACTURING CO., SPRINGFIELD MASS.

R-S MOTORCYCLES

Are built for every day use, not for speed only; but just the same **R-S MOTORCYCLES WIN**—and win consistently and on merit solely.

On October 10th, on the Point Breeze Race Track, Philadelphia—

R-S Wins Second, ridden by an amateur, who defeated all of the best expert riders of America, except one.

Three R-S machines were entered and all three were in the race at the finish; the only make of machines finishing with all entries.

At Cheyenne, Wyoming, September 19th—

R-S Motorcycles Won First in All Events.

At Washington, D. C., September 4th—

First in All Events.

At Indianapolis, Ind., September 19th—

First in Two Events—defeating **Specials** sent across the country to make a killing.

R-S Motorcycles are renowned for general excellence; not for speed only—No other good quality has been sacrificed for speed in their construction.

STAUNCH, RELIABLE and ECONOMICAL
If you want "America's Best" ride an "R-S"

READING STANDARD COMPANY

READING, PENNSYLVANIA

MOTORCYCLE ILLUSTRATED

Vol. III. No. 17 Dec. 1, 1908

PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY

AT THE STANLEY SHOW

NEW IDEAS, PLEASING LINES, MANY DETAIL IMPROVEMENTS AND A FEW REVOLUTIONARY TYPES IN 1909 ENGLISH MODELS

ENGLAND'S Stanley Show, the greatest of all motorcycle exhibits, opened on Friday, November 20, at the Royal Agricultural Hall in London, and ran till the following Saturday, the 28th. Early reports of the exhibits are just to hand, and while the greatest and most marked improvements are, of course, shown in the refinements of design and detail of present day types, there were several new models by concerns just entering the manufacturing field and also by established houses, some of which can be called revolutionary in their lines. These will all have due attention in the following issues of Motorcycle Illustrated, just as soon as photographs and more detailed information can be had.

In the general trend of design of English, and of other machines imported for the English market, most noticeable are the lower frames and saddle positions on new models; handlebar controls on nearly all machines; the many lightweights—by lightweight is meant a machine weighing in the neighborhood of 110 pounds; two-speed and free-engine gears on many models, both with low and high powered engines. On the latter—that is, motors of five to seven horsepower—the absence of pedals is noticeable, footboards being fitted with brake and change-speed pedals on them. Magneto ignition is almost universal. Of interest, too, are the special models, fitted with big engines, two-speeds and chain drive, designed for sidecar and tricar use.

To American riders the improvements on machines that are now imported into this country provide, of course, the most interest. Among the exhibits of entirely new models is a single-cylinder, lightweight, 2¼-h. F. N., with a two-speed gear, handlebar control, bevel gear drive and pedal brake. The change speed device has sliding gears with ratios of six and ten to one. The lubrication of the engine is by drip feed, with a force pump to give the extra amount of oil needed when running on the low gear. This machine, with 2¼ inch tires, and standard luggage carrier, will not weigh more than 120 pounds.

There was shown two new N. S. U. models. One is a 4-h. touring model, ball bearing engine, fitted so that if anything goes wrong with the ball bearings the journals can be made to run on the plain bearings provided. The rear brake is of the internal expanding type. Control is from the handlebar. A two-speed gear in the rear hub is fitted, allowing of a ratio on high of one and one-half to one. The other is an entirely new lightweight model, weighing only 100 pounds, and fitted with a twin engine, 52 by 74 mm., with mechanically operated valves. Handlebar control is used. Among the other N. S. U. improvements on all models are hinged rear mudguards and new plunger type spring forks.

Minerva models, 2¾ and 3½-h. singles and 4½-h. twins were shown, all fitted with Bosch magneto ignition. Throttle and ignition levers are fitted on the handlebar. A larger oil pump is used, and the back pedaling brake has a larger and wider drum.

The 1909 addition to the Vindec models is the 7-h. twin Vindec-Peugeot engine, 80 by 98, 6 inch adjustable pulley, 20 inch frame, and Truffault suspension. The 3½ and 5-h. Vindec models are retained. All machines have handlebar control. All inlet valves have special adjustable screw caps and lock nuts, so that any amount of valve opening may be used and wear taken up by adjustment.

Among the new machines shown were two models fitted with two-stroke, twin-cylinder engines. One is the L. M. C. lightweight, which weighs only 105 pounds with stand and two inch tires. The engine in this model has cylinders side by side, cast without radiating flanges, and is reported to have carried heavy riders up some famous test hills without pedal assistance and without showing any signs of overheating. The other two-stroke engine is 45 by 90 mm., and is likewise fitted to a lightweight machine. The carbureter on this is of the spray type, and ignition by Ruthardt magneto.

Several new English concerns have entered the manufacturing field. The novelty of the whole show was placed on exhibit by one of these—the James Cycle Company. This machine has a frame of special construction, with tubes all on one side of the two wheels. The saddle is suspended on special flat springs, which are attached to the socket tube on the front portion of the frame and to a lug perpendicularly situated below the saddle. The movement of the flat springs is further controlled by coil springs. Short laminated springs are fitted to the front wheel axle. The steering is a patented device, the steering pin being carried in the center of the hub, the latter revolving over the pin on large diameter ball races. The back wheel hub is similarly constructed, and has a live axle, the belt rim being built up on a separate hub attached to the live axle and running outside the frame tubes. Both hubs contain internal expanding metal to metal brakes.

OVERHEATING

By THE DOCTOR

ONE of the most frequent and elusive troubles that attacks motorcycle engines is what riders call "overheating," though a great many technical experts would prefer to classify it under a dozen different heads. I prefer to make shift with the popular misnomer, treat the complaint as one and indivisible, and make my subdivisions according to symptoms and causes.

OVERHEATING ON HILLS.

The commonest type of "overheating" is that which only appears in climbing steepish hills. The machine will run nicely all day long on the flat, but as soon as she strikes a formidable pimple, the engine will slow down: the rider begins to twirl round his feet and the pedal cranks at an extraordinary rate of r. p. m., till his eyes start from his head, his heart comes thumping up into his throat and rivulets of manly sweat bedew his noble brow and irrigate his back. Then the engine begins to pound, and perhaps to knock, finally pulling up dead in a sulphurous atmosphere of breathless oaths. Many machines *always* behave like this on baddish grades, and their owners resign themselves to believing that the weakness is fundamental and incapable of cure, imagining that from some fault of construction or design the engine runs too hot, and so the piston swells out and jams in the bore, or something of that sort, especially if the engine smells a trifle warm, as it usually does under the circumstances named. If the trouble described occurs only on bad hills, and is entirely absent during a century nonstop over flattish roads, it is the easiest thing in the world to cure. It is not genuine overheating at all, but may be ascribed either to underlubrication or overloading.

1.—UNDERLUBRICATION.

I proved a case of this to a chum quite recently. He had an up-to-date machine, and we whipped off the cylinder inside two minutes halfway up a mile of 10 per cent. grade. The cylinder and piston were bone dry, and had a red, fiery appearance. It was true he was feeding in a charge of lubricant every fifteen miles, but the extra heat engendered by opening the throttle wide on the hill, and by the reduction of cooling draughts as the machine slowed on the grade, had sopped up the oil like a blotting pad dropped on an inkspill. We took the machine to the foot of the bluff, fed in three pumps of oil and she soared up at a good pace.

2.—OVERLOADING.

Again, if overloading be the real trouble, the facts are easily tested by using an adjustable pulley. You first assault the hill with the gear ratio set at, say, four to one. The machine sticks on the worst knuckle, pounding, thumping, knocking, sniffing considerable warm. You descend, lower the gear ratio to five and a half to one. With a lower gear and a reduced speed on the foothill stretch, the machine will obviously get much hotter on the second ascent, *if* overheating is the trouble. But, as a matter of fact, she keeps cooler and reaches the top without help from the pedals. She snuffed out the first time because the high gear slowed the engine, and at the slow speed the engine did not develop enough power to carry its load up the hill. Give her a lower gear and she can develop more power. I have often proved this on two-speeded, air cooled bikes and tricars. As long as an attempt at a top gear climb was made, the machine would stick, with every symptom of overheating; change onto second gear just when the presumed overheating had touched its sultriest point, and the engine would roar away like a stampeded buffalo. Thus the two cures for that sort of overheating which only occurs on bad hills are extra lubrication (or lubrication with a better brand of oil) and a lower gear ratio. Riders having continually to ascend a hill which produces these symptoms should lower their gear permanently.

3.—PERMANENT OVERHEATING.

There is a worse sort of overheating than the climbing kind. You start away from home as pert as a wren, and the machine runs magnificently for—four miles. Then you have to unlimber for a few minutes while she cools down, after which she will do another four miles. This is often genuine overheating; but it is seldom caused by bad carburation, bad lubrication, bad design or bad construction. In 99 per cent. of such cases it is due to a mechanical cause capable of swift remedy.

1.—CLEARANCE OF BURNT GASES.

The first point to suspect is incomplete clearance of the burnt gas. If a lot of stale gas, at an almost flaming temperature, remains in the cylinder after each firing stroke, there is bound to be trouble; such trouble will be due to warping of the engine by retention of heat and to scarcity of room for a fresh charge of clean, cool gas. Make sure the silencer is clear; if the holes are stuffed up with mud and caked carbon, there will be excessive back pressure. Make sure the exhaust valve is getting its full lift, both in height and duration. The valve may have shortened by "spreading" its toe under the constant hammering. Ditto with the tappet. Perhaps the cam is ploughed up through the casehardening being worn through. Perhaps the cam shaft bushes are worn oval, and the shaft is thereby dropped away from the valve toe. Perhaps the valve stem is a tight fit in its guide, and, getting expanded by heat, sticks up for a fraction of a second, thereby reducing compression. Nearly all these defects reveal themselves to the practised ear, as they muffle the sound of the exhaust. Instead of a clear bark, you can hear only a sort of woolly objurgation issuing from your muffler. Some adjustable tappets have been known to adjust themselves and spoil the correct gap of one-sixty-fourth inch, which is all that should exist between valve toe and tappet when the engine is hot. These are the commonest explanations of any overheating which develops in a few miles on the flat. Six other causes also exist, though they are far less frequent.

2.—BAD OIL.

Sometimes an agent of the get-rich-quick type has been known to refill the oil cans of a good brand with cheap rubbish. This oil has a low flash point, and instead of a charge lasting for twenty miles, as the real stuff would, it burns away in four. You imagine you are pumping in your familiar lubricant, and you wonder what the devil is possessing your much tried engine. I remember once running up against a proposition of this sort. I tried everything else I could think of, and finally pumped home four charges, one on top another; then I drove hard for four miles, at the end of which the piston was next door to seizing. Whipped off the cylinder, to find no trace of those four charges. Went back and interviewed that retailer with a club. It is a good tip to stamp an oil can flat after emptying its contents into your tank. Removes temptation from needy retailers.

3.—PREIGNITION.

Sometimes any projection inside the combustion chamber gets incandescent with heat. It may be a bit of porcelain off the spark plug, a rough edge carelessly left on the casting, a scrap of carbon, what not. It will fire the fresh gas before the piston is half way up on the compression stroke. Thus you get the engine working against itself, and it gets as hot as you would if you were mussed over a rush jub. A good cleanout is the cure.

4.—CARBON DEPOSIT.

Sometimes carbonized deposits will coat the piston and cylinder so evenly that there won't be any preignition at all. But the effect of this is to raise the compression ratio of the engine, and the greater the compression the more the heat. Scraping soon puts things to rights.

5.—WEAK COMPRESSION.

It may seem odd that a weak compression should proproduce heat equally with a compression that is too high. But a leaky compression spells two troubles—slower pace (i. e., less cooling draught) and a wider opened throttle (i. e., more heat). Thus a weak compression distinctly leads to overheating, albeit of a milder order than the foregoing causes. The remedy is to overhaul the valves, piston rings and washer joints.

6.—RICH CARBURATION.

Any surplus supply of gasoline is liable to produce overheating, because imperfect combustion generates heat, and the rider generally fails to cope with it by increasing both the supply of lubrication and the supply of extra air. He should overhaul his carbureter, as suggested in our issue of November 1st, and till he has leisure to perform these adjustments, he may make shift by using a lot more oil and keeping his air valve as wide open as possible and his throttle nearly shut.

7.—OVERHEATING FROM OVERDRIVING.

Sometimes a machine will behave all right so long as the owner does not try to burn the road up; but if he makes a long dash at speed, his engine will run hot, knock and call for a long cooling stop. If the engine normally behaves itself, this is due to one or both of two things. His air supply is incorrect when the throttle is wide open, and, in this case, filing out the airholes a trifle will probably work a cure. Otherwise he has forgotten to increase his lubrication in proportion to his speed. When a man is out for a track hour record, with full throttle open and ignition right forward all the time, he uses a pump of oil per mile regularly, and his air holes are twice as large as those on a touring machine.

499: MY FIRST MOTORCYCLE

By WILLIAM PENN

"There's a Fool born every minute."—*Proverb.*

BEING a High Priest in the select class mentioned above, I proceeded to justify the honor of my exalted position by purchasing a second-hand motorcycle.

At least, that's what most people called it, but I studiously called it by a more humiliating name.

I had often hankered to own a motorcycle. That hanker had lingered with me for several years, but for financial reasons I had to forego the joy and pleasure of motorcycling (for I afterward learned what a real pleasure it is to own a good machine). At last the God of Chance tempted me, and I fell to the depths. A second-hand machine was advertised for fifty dollars.

Burnished on my memory is the image of that fifty dollar money order. I had never understood the ethics of frenzied finance up till that time; but since then myself and friends have considered my education in that line of endeavor quite complete. In fact, that is the only instance that I have ever, literally, been jammed up into a corner and had the double cross worked on me.

But the advertisement was alluring. "A beautiful machine; you would not think it was a second-hand; speedy; powerful; in fact, a fine bargain."

It came!

"A beautiful machine!" The thoughts of avarice mottled my brain so thickly that all I could see was fifty dollar money orders. Its beauty was obscured by frenzied finance.

"You would not think it was a second-hand!" No, you wouldn't. If you possessed only a moderately subdued imagination you would think it had been used by a regiment in the Boer War.

"Speedy!" It had a wonderful burst of speed, noticeably on down grades. On up grades it always assumed a stoical indifference.

"Powerful!" After owning this machine three months I lost all familiarity with the word. A bystander watching my herculean efforts to instill power into it, to get up hill, would think that I was practicing on a home-trainer.

"In fact, a fine bargain!" Yes, it was a fine bargain for the advertiser. I quote a proverb: "There are larger fish in the sea than ever were caught." ~~Not~~ so here. The yahoo that made a sucker out of me got the king of them all.

It was a low, racy-looking affair, one of the popular makes of a few years ago. It was enameled black; that is, what enamel it still boasted was black, and on the sides of the tank in large, white letters was the number, 499.

That number was its redeeming feature. Ofttimes, out on a lonely road, when I had worked myself into a white heat in a frenzied endeavor to get the thing to mote, I would cast it from me in despair, and then meditate on the mystery which that number held. Left to my own conjectures, in the wilderness of Lost Hope, I would think that, perhaps in days gone by, it had won a great race and this was the racing number which it bore. And this thought was soothing to a befuddled brain and a fagged-out body looking for succor in the form of a passing team.

The carbureter was one of those diabolical schemes originating from the leery archives of some rum-dum. It worked all right, when I could get to it; but it was the undignified position which I had to assume in order to tickle its throttle. It was one of those carbureters that, to operate it, you had to go to bed on top of the tank. That is, when you wished to give it more gas, you took a reclining position over the tank, at the same time reaching down to set the carbureter lever, attached to the carbureter itself. It was absolutely necessary that both these movements be simultaneous, because there are times when one wishes to see where one is going. The expediency of this fact was brought forcibly to my mind on several occasions.

Located in the inlet pipe was a tomato-can shutter, for extra air. I don't believe I care to make any further statement in regard to same; except to mention, perhaps, that when it came to doping it out I was *hors de combat.*

This machine had a double drive, and I have known times when both systems threw up the sponge and quit, one busted and the other exhausted. The motive power was delivered to the rear wheel by an endless flat belt, which was made of a strip of canvas with thin strips of leather on each side, sewn together at the edges. The pulleys had no retaining rims and the belt had slipped off so often that it had worn the rear pulley lop-sided. On a straight road the belt was very amiable, but on corners it was apt to slip off unless I slowed up. Considering the trouble slowing up occasioned I was susceptible to taking a chance in getting around all right. Those times when I didn't I lived to repent.

The belt absolutely refused to remain on when negotiating a corner on a grade, and on those occasions we always visited the neighboring cow-pasture, flower-garden, fence or anything else which was unfortunate enough to be in our course of destruction. On making the turn the belt would slide off and generally get caught into something and break. I wired it together until I returned home and then had the local shoemaker mend it. My habitual appearance with the belt put the shoemaker in a real fussy mood.

But there is one thing that can be said in its favor; it always started away from home all right and worked perfectly until it was some distance from the village; and then the entertainment was on.

I always managed to get home, one way or another, but not without casting its carcass into the purgatorial domain several times, mentally and verbally, during the melee.

It became a habit as well as a necessity that we return home by various and divergent ways. I walked. I also notified the stage driver's wife to have him pick up the pesky jigger on the way home next day.

After a while I didn't have to notify her. Whenever she saw me sneaking stealthily by with that hang-dog appearance she told him, and the next evening my wife would come in and say:

"Dear, that thing of yours is out in the shed."

After two weeks of that I took up blasphemy as a vocation.

It was a peculiar thing that it was never stolen while thus peacefully resting its little soul by the wayside.

At times the stage driver didn't seem to locate it at the same place where we layed down the gauntlet, but its occasional spark of life had not squandered itself and it could always be found within a half mile.

Whenever it had thusly been disturbed, the gasoline was generally all gone, as he who had used it last had failed to shut the supply off and it had nearly all leaked out through the carbureter.

But I forgave him and admired him. He was wise, while I wasn't. He knew when he had enough, while I didn't. But by the roadside, where he gave up and quit, another sucker was born and thrust out into the world.

As far as I was concerned the shed was a morgue for several days after one of my unfortunate runs, and courage came to me slowly. Sometimes my wife would mention it and a sickly smile would illuminate my features. But a lingering fondness for the big, white numbers, 499, induced me to look through the doorway, and once that far I could not resist the temptation to enter once more the place where my fondest hopes died aborning on an average of once a week for three months.

I still have the machine and I consider it priceless. No one will buy it.

And I have since learned that the number, 499, which I cherished so much and which bolstered up my oozing courage in the hours of adversity, was either a Massachusetts or Connecticut license number.

Tragic Death of G. A. Burnham

WHILE duck hunting with a number of friends on Baltimore Bay, near Pearl Beach, Mich., Saturday, November 14, George A. Burnham, general factory manager of the Morgan & Wright plant at Detroit, was killed by the accidental discharge of his gun. After firing one barrel, the trigger of the other caught on the gunwale of the skiff, in which Mr. Burnham was standing, as he lowered the weapon toward the bottom of the boat, and the entire charge entered the back of his head. Although accompanied to the bay by three other officials of the Morgan & Wright factory, none of them was within hailing distance when the accident occurred, and the only witness was the man who had been punting Mr. Burnham about the bay.

Mr. Burnham was born in Portland, Me., October 1, 1874. His parents died while he was an infant and he was raised by relatives in Boston, where he attended the public schools. In 1893, World's Fair year, he went to Chicago and obtained employment in the bicycle tire department of the big Morgan & Wright factory. He advanced rapidly, becoming superintendent and then factory manager. He has been with the company continuously, excepting during a year in the Spanish-American war. When the plant moved to Detroit it devolved upon Mr. Burnham to do much of the planning of the factory from the standpoint of the man who knew best how to economize in time and labor, and he arranged the machinery. The Morgan & Wright factory, one of the largest in the world, speaks for the intelligence of the young man whose untimely death was a shock to a large circle of friends. Mr. Burnham was a recognized tire expert.

AN up-to-date macadam roadway from Norfolk to Richmond, Va., through Suffolk and Petersburg is being pushed by the motorists of that section, and they have interested State Road Commissioner Wilson sufficiently to get him to go over the proposed route.

50,000 Miles on a Motor

MAJOR EDWARD WEED, known as the "Rough Rider of the Pacifice Coast," passed through Chicago the latter part of last month on his transcontinental trip from the Atlantic to the Pacific oceans. Weed is making the journey on a Racycle which has already carried him 49,736 miles. Seventeen states in the union, twenty Mexican provinces and several divisions of Canada have been visited by the sturdy motorcyclist in his travels during the past five years. Lancaster, Pa., was the starting point of the trip upon which Major Weed is now engaged and he intends to close it at Los Angeles.

Before the advent of the motorcycle Major Weed was an enthusiastic cyclist, but his heart soon went out to the speedy little motor "bikes," and for the past five years he has covered more ground than any other man in the United States. The traveler acknowledges to sixty-nine winters; but his upright appearance, splendid physique and remarkable suppleness seem to contradict the statement. "I attribute my good health to the life which I lead," said Major Weed. "I live on a motorcycle, day in and day out. Like the horse of the plainsman it has become almost a part of myself and we are almost inseparable. I am not after any continental speed records so I stop every night at a hotel and ride during the day. My progress depends to a large extent on the nature of the roads, but I can cover about three hundred miles easily. I do not push the machine, however, and my average on this trip has been less than two hundred miles per day."

HEREAFTER motorcycle owners and riders in the town of Wichita (Kas.) must provide themselves with licenses and conform to the speed limits fixed by the council the same as owners of automobiles. The speed limit is six miles at corners, eight miles at street intersections, and ten miles at all other places within the fire limits. The penalty for violations of the ordinance is to be $100. The cost of the license is $5, the same amount which is charged owners of automobiles.

MEMBERS OF THE DENVER INDIAN MOTORCYCLE CLUB.

DENVER ALIVE TO IT

By ELIZABETH KELLY

DENVER has gone motorcycle mad. The city in the heart of the Rocky Mountains that has the reputation of being the automobilists' paradise is going to mean just as much to the motorcycle loving populace.

The holding of regular race meets will do a great deal toward accomplishing the general popularity of the two-wheelers.

In a section of the country where there are innumerable roads twisting and winding through shady lanes and broad landscapes, any means of reaching the otherwise inaccessible nooks is bound to find favor with the lovers of the great outdoors. From Denver there stretch in all directions tortuous paths that lead to pastures green, through which tiny streams flow with refreshing fury.

To the neighboring foothills, a ride of some ten, twelve or even eighteen miles (the distance depends on the route) there is an unbroken road in any direction the rider may wish to take, and the utter absence of steep hills makes these trips doubly delightful.

Of course, in the city itself the motorcycle is fast approaching the favor the old bicycle enjoyed, and for purely commercial purposes. Because the roads in all parts of the city are good, better even than in the days when every second citizen rode a wheel, the motorcycle has been found to be an expeditious traveler, and the speed which can be made on reasonably level stretches is a great advantage.

For long rides the trips to Colorado Springs to the south and Brighton to the north are the most generally favored. Colorado Springs is seventy miles away, but the road is good, with a very little incline. Brighton is eighteen miles from Denver, up the old Sand Creek road, which, in bicycle days, was the scene of many an important racing event. In fact, it was the riders of bicycles who insisted on having that course put into condition for hard travel. It was selected as the route for the Labor Day motorcycle race—the official debut of the motorcycle in Denver. Until then it had been extensively used, but competitive events had not been tried. The Labor Day event naturally give stimulus to the sport, and local dealers say that race is responsible for the heavy sales recorded since September 1.

The best time in that race was made by the Indian. The Apache, however, was the first to finish. The Indian's time was one hour and fifty-five minutes for a fifty-eight mile course that covered some treacherous places. Four times around the fourteen and a half mile course the little panting machines traveled, with no serious accidents to mar the event, and the roads were lined on either side with thousands of devotees of the sport. There was an automobile race the same day over the same course, and, popular as the automobile is in Denver, that even evoked no more enthusiasm.

It is possible that next spring will witness the formation of a club which will take in all the riders of these little machines now in Denver. If it comes to pass it will be an organization with a mighty lot of force back of it. Denver has a club now; but it was given the name of the Indian machine, and is officered by riders of that particular make, and for this reason a great many riders of other motorcycles have not affixed their names to the membership roster. Despite this fact the club is a large one, and its jaunts are occasions for much merrymaking.

It is estimated by the Denver license department that there are about one thousand motorcycles in use in this city. This number is just twice as great as it was a year ago. One agent in the past six weeks has disposed of 150 machines.

There are only three concerns at present handling motorcycles in Denver. They are: Brown & Beck, 1737 Champa street; Hathaway Motor Company, 204 Sixteenth street, and Fred Williams, 224 Sixteenth street. All three agencies do a flourishing business.

The machines sold are the Apache, a Denver make motorcycle; N. S. U., Thor, Reading-Standard, Excelsior, Indian, Wagner, Armac, F. N., Harley-Davidson, Torpedo and Light.

TRICARS, SIDECARS AND DELIVERY ATTACHMENTS

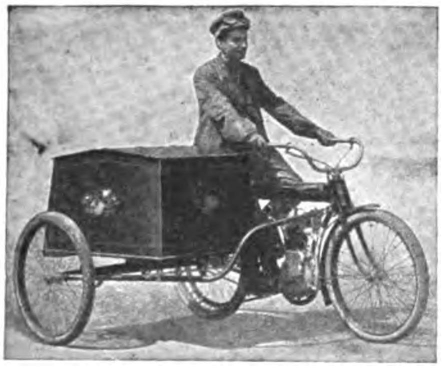
In this article George W. Sherman has endeavored to awaken the interest of both manufacturers and agents in the commercial possibilities of the tricar

TRICARS FOR BUSINESS USE

By GEORGE W. SHERMAN

I HAVE been commissioned to write on the subject of motor tricars and tricar delivery vans, their present and future outlook, the present demand and what we have to fill it with; the possible demand, and what we should have to fill it with, and a general observation of this wonderful industrial field that is to be and can be developed with ease and little expense.

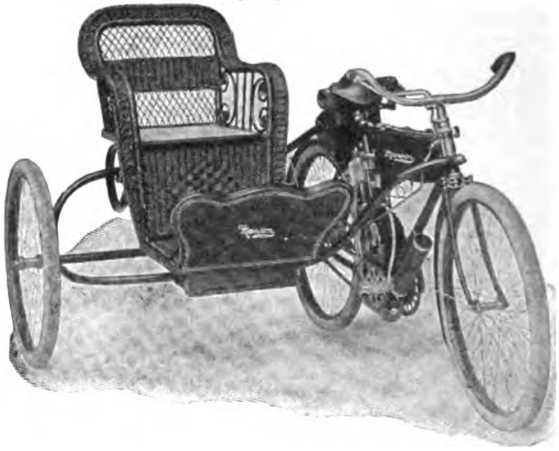
Like all things, it must have a beginning, so I will carry you back to the days of bicycling. When they were most popular you will recollect seeing parcels and packages being delivered through the use of a luggage carrier attached to the bicycle. This method of delivering small packages was so universal that it warranted the firm of Walton & Tinkum of New York City to design what was known as the "Tinkum Carrier," a device like a tricycle, with a good sized delivery box as a receptacle for packages. This firm produced over 500 of these, and they ranged in price from $175 to $225. For general use on asphalt pavements and level ground they were ideal, provided they were not overloaded, but their owners began to overload them and increase the distance they should travel. This increased the labor of the man or boy propelling them by foot power, with the result that they were shunned by those who could pedal them under favorable conditions, and the industry of the bicycle carrier faded away; but still the bicycle carries many bundles and packages, which proves that the merchants, both large and small, seek some cheap and rapid means of delivering goods.



ARMAC SIDECAR DELIVERY ATTACHMENT.

The motorcycle has proved itself to be the most speedy and economic form of motor driven vehicle, and has reached a point of perfection that permits all who own them to enjoy the pleasure of motoring without fear as to their safety or inability to operate the machine. The public is now aware of the fact that it does not require skilled or advanced mechanical knowledge to keep and maintain them, and this has awakened it to the commercial possibilities of the motorcycle. It is surprising to note the number that are today purchased for business use. We find them, like the bicycle of old, being pressed into service for the delivery of small parcels, for the use of contractors, salesmen, telephone and electrical men of all description, physicians, country preachers, suburban real estate men and our rural carriers. Occasionally we hear of the work done by the R. F. D. carriers, and we find most all of them give about the same report, as, for instance, the one in Wabash, Ind., who covered his route, a distance of twenty-six miles, in two and one-half hours and attended to 124 boxes.

Now from this great number of people who use motorcycles for commercial purposes comes the demand for something on similar lines, but which will answer their purpose to better advantage than the ordinary motorcycle. The motorcycle must go through an evolution to fill the requirements and find a place which I am of the opinion no other form of vehicle can fill but the motor tricar. If the commercial field is exploited in the proper manner by makers, who have the cooperation of the dealers, the motor tricar will not go the road of the "Tinkum Carrier."



MANSON LIGHTWEIGHT SIDECAR.

The small demand first placed upon the manufacturers for an attachment for the motorcycle to carry either merchandise or passengers lead them to conceive attachments adapted to their own respective make of motorcycle. To a certain extent these attachments have filled the bill. The makers of motorcycles were not overzealous in producing these goods, however, knowing that they were taking chances of injuring the reputation of their machines from the fact that the little motors that they had designed to carry the weight of the rider would be overloaded and abused. The amount of work performed by these little motors when loaded up with such vehicles was a surprise, not only to the purchaser, but to the manufacturer. Here and there they were used to some extent, but by degrees these few began to go the way of the "Tinkum Carrier," and the motorcycle again took their places. The reason for this was the fact that the motor and transmission was not designed for this purpose.

Now, in these days when men and things must move with rapidity, man is ready to listen to and take up anything that will be an attribute in executing work with speed; but in order to be successful such device must be designed for the work and not a makeshift. Express companies, department stores and messenger service companies give the closest attention to the overhead in their transportation departments, this being their greatest problem. They are always ready to test out any device wherein they can save either time or money. This fact is even so with the smallest merchant. Thus we have a grand field to work in, a big industry to develop, and it is up to the manufacturer to produce the proper form of tricar and place it in the hands of a dealer who has courage, enthusiasm and conviction, for such men, with little effort and cost, can create demands beyond their fondest dreams.

So many have remarked that the cheap automobile wipes out this possibility, but such is not the case. The motorcycle tricar can be presented to the small merchant and it can be shown where he can house the machine in his store over night, thus saving garage rent; that a boy can operate and care for the vehicle; that it will do as much work in two hours as a horse drawn vehicle will do in six; the cheapness of fuel and tire maintenance, and many other facts which puts it in a class by itself.

As to the pleasures of the motor tricar—i. e., the passenger tricar—this form of motoring will be more quickly and easily developed through the adoption of the tricar van, which will lead us to become familiar with their general appearance and will eventually tempt many to participate in the pleasure of riding in a tricar seat who would not consider or think of such a proposition today. For the present, in this stage of the automobile craze, it is indeed a big problem to get a woman with million dollar ideas to ride in a tricar seat; but there are quite a few ladies throughout the country who are enjoying such pleasure, and they, as one, voice them the greatest ever.

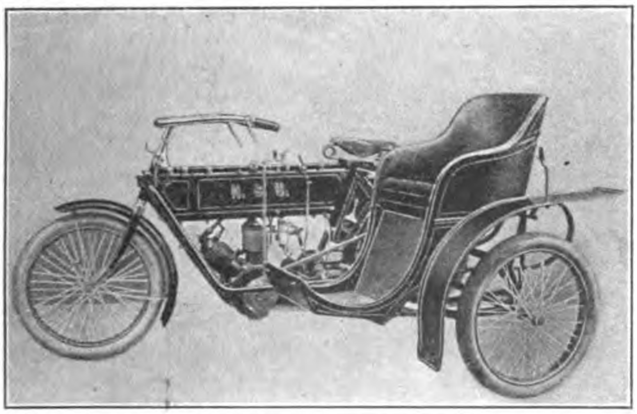
Since the introduction of the first tricar and sidecar in this country, motorcycles have advanced wonderfully in improvements, and this has benefited the tricar situation to some extent. What a merchant demands today, in the form of a tricar, is a vehicle designed solely for that purpose, on lines of strength and durability, having embodied in it a slow-speed motor, either water or fan cooled, having a maximum speed of from twelve to fourteen miles per hour, equipped with a two-speed and free engine device, having the box or van hung on the proper springs. When such a device is conceived and placed upon the market it will require no effort to show the government that it is the thing to be adapted for a more efficient postal service, that it is the means whereby the Parcels Post Service can be adopted; it can be shown that its adoption by the contracting and maintenance departments of telephone, telegraph and electric light plants will prove a most profitable investment and a field easy to enter because of the fact that they already use motorcycles.

The motorcycle agent can adopt it and introduce it in a most profitable way by starting a delivery service in his town or city, and by conducting such a business he will demonstrate the commercial possibilities of a tricar van in every phase, while creating demands for them and thus derive more profit. The motorcycle, its maker and the dealer are constantly passing through a state of evolution, and perhaps in the near future we will have an ideal van attachment enter the field. This means a rich harvest; in the meantime, while we are awaiting such a machine, let us be cautious and not spoil our opportunities with a machine that will partially fill the bill. When such a machine is produced you can show and prove to the customer that it costs but little to maintain, that it is not constantly in the repair shop, nor is it possible to burn the motor up by abuse on the part of the driver, that it can haul the load anywhere, any time.

If the motorcycle dealers throughout the country would give this problem their serious consideration and write to the manufacturers of the motorcycles which they represent, giving their assurance of a certain number of sales, it would be an incentive for the makers to take a chance and produce for the commercial field a machine on lines herein mentioned. If each and every dealer would do his utmost to place the motorcycle and tricar delivery van in the commercial field he will succeed in building up for himself a business that is devoid of a craze, and he will have no desire to seek other lines or means of a livelihood.

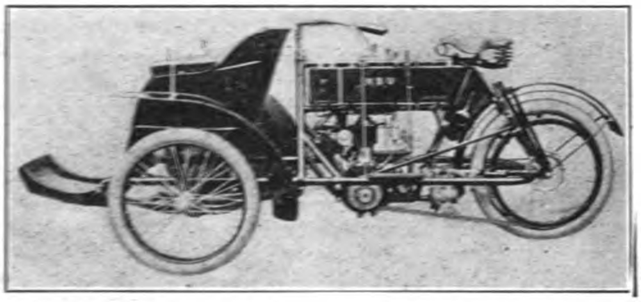
TRICARS AND SIDECARS IN AMERICA

OUR American manufacturers have, with but very few exceptions, paid scant attention to tricar or sidecar development. There have been many reasons for this apparent oversight of the field as one for exploitation, principally on account of the limited demand for tricars among Yankee riders and the seeming aversion to sidecar attachments. Makers in this country all aim to supply a demand on the part of the public, not to create it. Another very good reason has been in the limited power plants fitted to most American machines. This past year has been the first to indicate the large demand among riders for more power and speed. It is certain that 1909 will be a twin year; that machines fitted with engines of five and six horsepower will become more and more popular.


N. S. U. DETACHABLE SIDECAR.

With them any hill encountered in ordinary riding will have no terrors, and it is pretty certain that a rider will feel inclined to carry a passenger with him. Heretofore he has felt that it was too much exertion to push a heavy tricar up every fair-sized grade he ran across. As an indication that the above prediction will be carried out it can be shown that most of the tricar drivers who have really enjoyed their trips during the past season have been the owners of twin machines. A single is most assuredly too weak for other than solo use, except over very flat country. The two-speed gear, too, will play an important part in the development of this line. Of these, there are several devices that have been put on the market during the past summer, and some of them show promise of being highly satisfactory, when the mistakes in construction which have developed in them have been remedied.

Of tricars now on the American market the N. S. U. Motor Company, of 206 West Seventy-sixth street, New York, make probably the strongest and only nonconvertible car. The machine, as shown in the illustration, was designed for the rough American roads, and is particularly adapted for touring. It is strongly constructed and roomy enough to be comfortable, and affords sufficient space to carry a large assortment of extras or parts. As



N. S. U. NONCONVERTIBLE FORECAR.

shown, it is built up on long, substantial, one-inch tubing, which extends from rear to front wheel axles, and is further braced and supported by tubing diverging from the steering head. This design, a feature in itself, prevents the leaning of the back wheel to one side, and affords perfect balance. The track of the wheels is always true, thereby lessening the strain on the back wheel, etc.

The equipment otherwise is the usual N. S. U. 6-h., magneto ignition, twin-cylinder motor, fitted with a substantial cooling fan driven from the engine pulley by belt. The coach built body (cane or wicker work optional) is supported most comfortably on highly tempered, long, semi-elliptic springs, and its seat and back are upholstered in soft, strong, black leather. Large, wide, patent leather mudguards, with steel frames and strong stays, two lamp brackets, stand and a complete tool kit complete the outfit.

The N. S. U. sidecar can be attached much more quickly than the tricar, as it is only clamped to the head and bolted to the seat lug and rear axle. While the sidecar is handier to convert and offers a more pleasant or companionable addition than the tricar, it is slightly harder to handle when the seat is unoccupied; but a little practice will soon overcome this seeming awkwardness. The sidecar and forecar are similar in their construction, and preference to one or the other is merely a matter of taste. Both have their good points and both have been decidedly successful. The forecar uses slightly more oil and is the more expensive of the two; but is easier to drive and more comfortable for the operator, affording the use of pedals or footrests on the running bars when riding. On the other hand, the sidecar is the more sociable vehicle of the two, and affords better cooling for the engine, the fan attachment being unnecessary.

The N. S. U. two-speed and free engine gear is fitted to both models. This device is practically indispensable in tricar work. In starting, climbing of steep hills or negotiating deep sand the absence of a two-speed gear would soon turn the sport into hard work. For 1909 the N. S. U. two-speed gear and free engine will be incorporated entirely in the rear hub, which will allow the rider to start off without using the stand. A forecar, exactly like photo, but with the new two-speed gear attachment, will be exhibited at the coming shows.

Of the motorcycle makers in the United States the Hendee Manufacturing Company, G. H. Curtiss Manufacturing Company, Fowler-Manson-Sherman Cycle Company, and, in a smaller way, the Armac Motor Company and American Motor Company, have been the only concerns to devote any attention to either the tricar or sidecar. Three of these concerns—the Curtiss, Fowler-Manson-Sherman and the Armac companies—are alone building sidecars. The American Motor Company did a considerable amount of experimental work a couple of years ago and brought out a very comfortable light forecar attachment; but as this concern marketed at that time only a single-cylinder motorcycle, and it was not strong enough to carry the added weight up any but the most moderate grades, the tricar was not exploited to any extent.

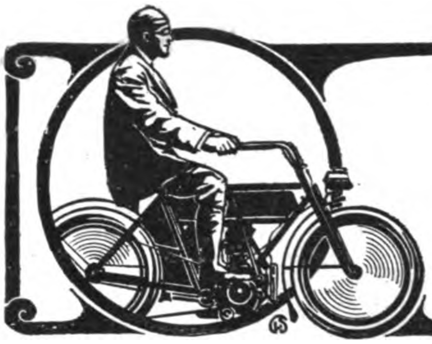
Probably the largest number of these attachments are now built by the Hendee Manufacturing Company, and quite a number of Indian tricar enthusiasts can be met with about the country. It was only after several costly failures that the Indian attachment was presented three years ago; but the machine has met with considerable success since, and today it retains the helical spring suspension system that was worked out at that time. This form of suspension consists of two long, S shaped leaf springs that support the body of the car from the front axle. Both extremities of the reverse S are fastened to the body, and the center of the spring is secured to the axle. Then, on each front wheel is a short helical spring.

This form of suspension permits the three-wheeler to be used on any character of road that affords a narrow track for the driving wheel, and affords a degree of comfort not readily described in words. Each wheel of the tricar proper, being flexibly independent of the other, it is free to conform to any depression, elevation or other inequality of the road without regard to its mate, the spring permitting each wheel to yield sufficiently to preserve the equilibrium or even balance of the whole machine. When one wheel is deflected by a depression or obstacle, the other one—and in consequence the entire structure—is not deflected nor does it receive the attending shock. Every other detail has been thought out and carried out with regard to the "eternal fitness of things." The seat is proportioned for real comfort. It is made of aluminum, the cushion springs and sides being upholstered in tufted leather.

All the other tricars that have been made by American manufacturers are also of the light, easily detachable type. They are designed for use with the ordinary motorcycle, and with the coming of two-speed gears and greater power, they will surely become more popular. As for sidecar attachments, they have so far enjoyed only a limited demand from the riding public, and that in the middle west.

The accompanying cut shows very clearly the Manson sidecar. It is of very simple construction and is connected to the motorcycle frame at three points—the seat post, hub of the rear wheel and at the head. The framework is made of ten-gauge, cold drawn tubing. One of the features of this attachment is the telescopic axle on the third wheel. In cities or over good roads the gauge can be narrowed to forty-four inches, while on bad roads or heavy cut-in country roads the tread can be broadened to standard gauge by loosening a pinch bind clamp near the hub of the third wheel and pulling out the axle, which telescopes into the tubing of the sidecar frame. Both wheels of the motorcycle will then run smoothly in one wagon track and the third wheel in the other.

DR. G. B. GIBSON, TREASURER OF THE F. A. M., WHO IS AN INDIAN TRICAR DEVOTEE.



TIMELY TOPICS

IT is somewhat of a surprise to read of the great stir being made in England over the Knight so-called "valveless" engine. It seems the Daimler Works, in Germany, has secured foreign rights to the patents held by Charles Y. Knight, formerly of Chicago, the inventor of the "Silent Knight" motor, and that Minerva Motors, Ltd., are now carrying on quite extensive experiments with small, air-cooled engines of this type with a view of adapting them for motorcycle use. The Minerva people, it is understood, have secured an option on the foreign rights as far as the motorcycle engine is concerned, and have laid out a considerable amount of cash with which to carry out the development of that type.

It would be startling, indeed, to have the Knight motor come back to this country in an improved and practical form, after it had been patented, built and used and then lost sight of here for so long a time. There was the same interest evinced in the invention, when it was first shown here, as is now being worked up abroad. A company was organized and a number of automobiles were built and fitted with four-cylinder motors of the Knight type. Two of the Silent Knight cars took part in, we believe, the 1906 Glidden Tour. Still, nothing is heard of them now.

The Knight engine has no poppet valves with springs controlled mechanically or automactically, such as are fitted to all motorcycles, except those of the two-stroke variety. Instead, it has two circular sliding valves fitting one over the other inside the cylinder, and inside the inner one of the two sliding valves the piston reciprocates. These sliding valves consist of two open ended shells, which are reciprocated in a vertical direction by means of short connecting rods attached to a small crank shaft mounted above and running parallel with the main crank shaft of the engine. The small crank shaft, in the case of the Daimler engine, is driven by means of a chain and pair of chain wheels. Of course, this small shaft is driven at half the speed of the engine. The short connecting rods are attached to the open ended shells at their bases by means of lugs and bearings. It therefore follows that, when the small shaft is revolved at half the speed of the engine shaft, the slide valves are reciprocated vertically, and each makes one upward and downward movement to two similar movements of the piston.

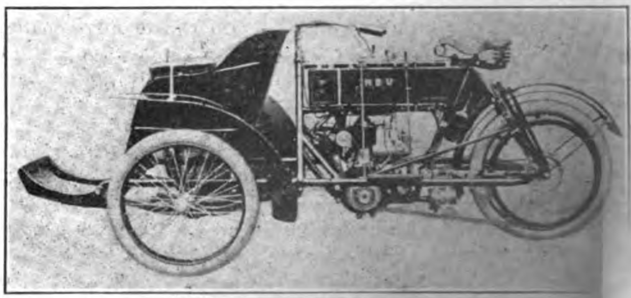
Cut in the walls of these shells or sleeves are ports extending a considerable way round, which are covered or uncovered by the sliding of the shells over one another and in the cylinder. The exhaust ports are on one side, the inlets on the other. At certain periods, in accordance with the position of the piston, the ports in the sleeves and in the cylinder casting register with one another, thereby allowing fresh mixture to enter the cylinder, or exhaust gases to escape, as the case may be. The engine is worked on the four-stroke principle, and in this respect does not differ from the ordinary engine.

OUR English cousins have so often accused us of being "slavish copyists" that it is with no little pleasure we draw attention to a description of the new model Zenette, which appeared in the *Motor Cycle* (English) of October 28. This machine was illustrated, and most noticeable was the appearance of the top tube. This was sloped, from the head to the seat post, apparently some two inches, this method of construction affording the rider a very low saddle position. Which is all very fine, and we agree with the writer when he says: "We must congratulate Zenith Motors, Ltd., on utilizing the sloping tube, so long obsolete in cycle practice, in order to obtain this end."

The rub will come some day, however, when one of the English writers gets hold of an illustration of the Royal Double-Diamond, and will, of course, think, if not write, "slavish copy." It may be that the rakish looking, sloped upper tube is not new on the other side; certain it is the Royal Motor Works have been building frames this way for some time here. At any rate, we do not wish to be called names in this case. The Zenette frame is in many ways similar to the construction adopted by the Royal people, though the two machines are totally different.

THAT projected hundred mile road race over the Long Island Motor Parkway next spring should prove an eye opener. There never has been an opportunity in this country to hold a race over such a perfect road surface as the parkway affords, and it is fairly certain the two-wheelers, if they do get together as planned, will make things go round. Twenty machines, or even fifty, would be lost on the circuit over which the recent Vanderbilt Cup race was run; therefore, to make such a race interesting to the grand stand spectators would of necessity require some arrangement of a short course, one that would bring the competitors past the stand at frequent intervals. A suggestion has been made that two big loops be built, temporarily, one about two and one-half miles each side of the grand stand. The riders would then pass over the same course in both directions, which might not be feasible. It is a sure thing, however, that an event of this kind would be not only spectacular, but of considerable value to the makers whose machines were entered.

MANY are the riders all over this broad land of ours that are anxiously awaiting the coming of the shows to see what 1909 will bring forth for their consideration. All kinds of rumors are being whispered about; changes from chains to belt drive, from flat belts to V's, loop frames, big twins, and little twins, larger tires, magnetos and so on. If you are an innocent mortal, and believe all you hear these days, wondrous are the rarebit dreams that are floated across your vision by the knowing (?) ones. The fact is, those who do know are not talking. Our manufacturers are guarding their new features very jealously; they do not want anything to leak out about the surprises they intend to spring on us at the coming shows. So we will have rest, contented or not, till the proper time comes and the makers trot out the new models and submit them for our verdicts.



N. S. U. NONCONVERTIBLE FORECAR.

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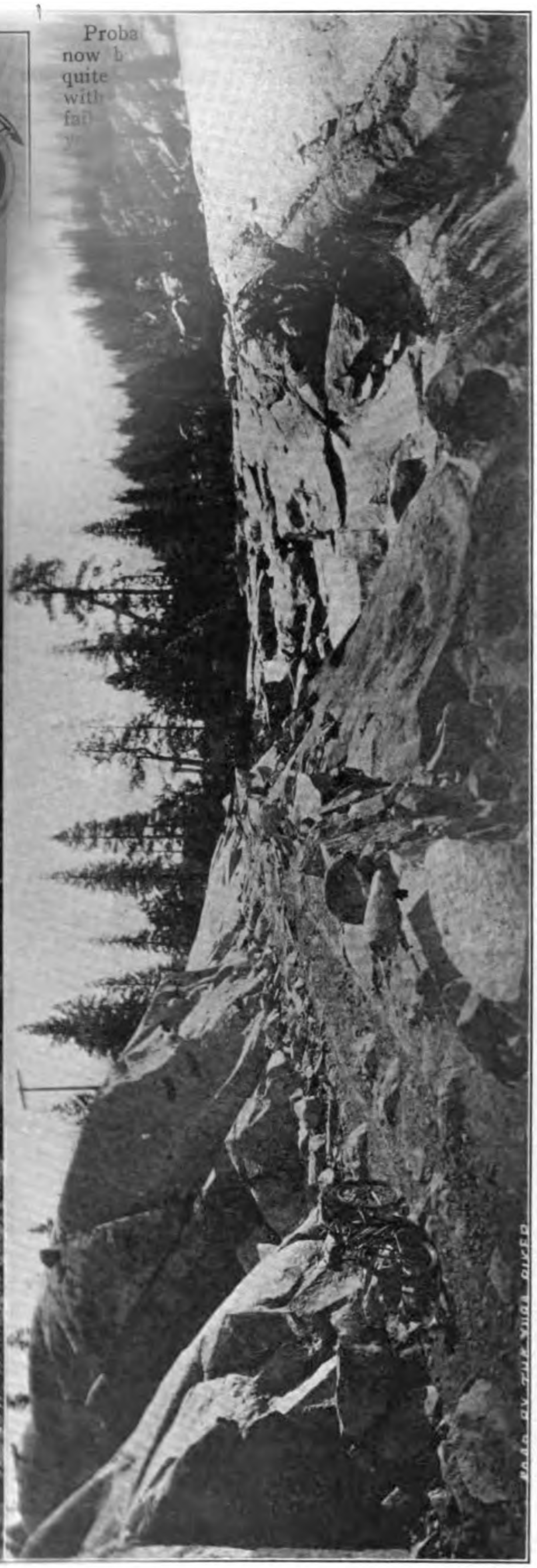
WAGON ROAD ? AT HAMPSHIRE ROCKS



OVER ROCKY ROADS.

These two pictures were taken by A. C. Pillsbury of Oakland, Cal., who makes a specialty of photographing California scenery. He uses the twin Indian, shown in both views, in getting about through this region, and finds it both a great convenience and time saver. The upper picture is of a "Wagon Road (?) at Hampshire Rocks," the lower a "Road by the Yuba River."

FEDERATION NEWS

A RULING has been adopted by the F. A. M. competition committee in connection with trophies offered for a series of competitions, or that must be won more than one time to constitute ownership. The ruling was formulated as a result of the controversy arising over a challenge cup in Los Angeles last spring. The cup was offered without any conditions attached, and after winning it once the holder turned professional and claimed the right to compete for it in a second event. The new conditions are as follows:

As a result of the race in California in which a challenge trophy was offered without a deed of gift or other conditions and in which, after winning it, the amateur turned professional and then claimed that as the holder he still was entitled to compete for the prize, the F. A. M. competition committee has adopted the following rule:

"In the condition of any trophy offered for competition which is to be competed for more than once, it shall be distinctly stated what class of cycles and riders it is open to and what intervals between contests. In cases where donor does not specify, the rules and conditions under which such trophy is first competed for shall establish the status and shall not be altered except upon written consent of the national competition committee. No trophy of such class shall be competed for unless notice of the competition shall have been published at least thirty days before contest. On good reasons being shown, the club or persons holding a trophy may allow it to be held over for such period as they think fit, subject to approval by the national competition committee. A suitable guarantee may be required for the safe keeping of a trophy, but it must be so stated before such contest at which it is to be competed for. The holder of such trophy shall be considered as entered for the next contest—provided he is still eligible to compete—unless written notice to the contrary is given the committee, but shall not be allowed to compete unless his entry fee is paid before the close of the entries. All competitors shall be deemed to have subscribed to the conditions of competition for the trophy upon signing the application blank, and any dispute which may arise shall be referred to the chairman of the competition committee, whose decision shall be final. The original deed of gift in writing shall be held in custody of the chairman of the F. A. M. competition committee."

VICE-PRESIDENT E. L. BUFFINGTON of the Eastern District, Federation of American Motorcyclists, has called the members of the district to the first meeting, which will be held in Turn Hall, 305 West Fifty-fourth street, New York City, on Saturday, December 5, at 8.30 p. m. This meeting is in accordance with that provision of the F. A. M. by-laws which requires the vice-presidents of each district to call a meeting for the purpose of electing a secretary and treasurer.

Aside from these elections there will be various committee reports, and the transaction of other business. The need of the district organization for its future development, and plans toward that end, will also come up for discussion. Vice-President Buffington hopes to stir up considerable enthusiasm, and bring out some new ideas. He asks all members to attend, and says: "You have had a mighty easy time so far. It's high time you did something. Now, here is your chance. Attend the first meeting of the Eastern District, which includes in its membership more than one-half the entire membership of the F. A. M. Consider the importance to the sport of motorcycling, of the business of this meeting (the election of officers, etc.), also the fact that the future of the sport in this district must be governed by the actions taken at this meeting."

REFEREE DOUGLAS has disqualified Watson J. Kluczek, of West Orange, N. J., who took second place in the race for private owners at the F. A. M. championship meet at Morris Park, New York City, on November 3. It became known that Kuczek is a dealer and was not eligible for the race he entered. Douglas also has the status of two other competitors in the same event under consideration, and if his suspicions are proven correct he will ask the F. A. M. competition committee to visit summary punishment on the offenders.

THE suspension of A. T. Mason, J. A. Finkle, L. B. Vine, E. David, F. A. Minkler and O. R. Hutchinson, for participating in the unsanctioned hill climb promoted by the Berkshire (Mass.) Automobile Club, in the latter part of October, as well as for competing without being registered, has been announced by Chairman Morton of the F. A. M. competition committee. The men have been shelved for six months, the suspension dating from October 26.

AT a meeting of the Western District, F. A. M., at the New Southern Hotel in Chicago on Wednesday, November 18, F. C. Robie was nominated by the members for the Vice-Presidency of the district. Mr. Robie, who is general manager of the Excelsior Supply Company, was named to succeed John R. Ball, formerly of the Merkel Motor Company, who has removed to Pottstown, Pa., to take up his duties with the recently organized Merkel-Light Motor Company. Mr. Robie's name was put in nomination by John T. Fisher, and was accepted by the members by acclamation.

RUSSELL SMITH, the young Scarsdale (N. Y.) rider who showed up last as an amateur in the F. A. M. annual endurance contest this year, has become, by virtue of his appearance at several southern tracks with the Lewis Strang automobile racing troupe, a full-fledged professional. He has been transferred to the latter class by the F. A. M. competition committee.

WARNINGS by the bureau of tours of the Automobile Club of America have been issued as follows:

Members going east on Boston Post road are notified that, owing to road construction, a detour is necessary at Rye, N. Y. Just beyond a brick pavement at Mamaroneck, instead of taking right fork down hill, keep straight ahead (left fork) into Harrison, following the marks of main travel, always bearing to the right.

Speed ordinance rigidly enforced on South Shore road, between Amityville and Copake.

Policemen on motorcycles operate on Jericho turnpike and also on Hempstead turnpike, east of Queens, L. I.

The macadamizing of the Albany Post road, between Ossining and Peekskill, is finished.

The average cost last year of the 27,556 miles of main road in England was $365 per mile.

A FOUR DAY'S OUTING

By TOURIST

IT was in the latter part of September, when the days grow shorter and the nights colder, that I mounted my twin Indian at my home in Baltimore, Md., for a four day tour. My first stop was at Gettysburg, where I spent several hours riding over the beautiful battle-fields, on which the most decisive battle of the Civil War raged for three days. There are over fifty miles of fine macadam road over the battle-fields which are kept in repair by the government.

My next stop was at Pen Mar, the famous summer resort, where I had dinner. I experienced fairly good roads until I got into the mountains, about ten miles beyond Gettysburg, where they were very poor. After dinner I left for Hagerstown, arriving there about 4:30. Shortly after my arrival in Hagerstown a large fire occurred in Williamsport, Md., six miles from Hagerstown, which I went to see, and incidentally arrived there before the engines, which left Hagerstown on the train.

The next morning I left for Cumberland, via Chambersburg and Bedford Springs. From Hagerstown to Chambersburg, and until I reached Fort Loudon, the roads were fair to middling good; but from here commenced the real task of crossing the Allegheny Mountains. The ascents were seldom less than two miles in length, and many were four and five miles long. There were some long stretches of fine going in the mountains. Before I reached Everett I struck about five miles of sand, all down-grade. I was required to pay toll from Fort Loudon to Everett—even bicycles were required to pay this tax. Some of the toll-gate keepers were superannuated, and it would have been an easy matter to have gone through without paying, as the gates (those that I have gone through) in Pennsylvania are kept up, whereas in Maryland they are always kept closed.

I took dinner at McConnellsburg this day, about forty miles from Hagerstown, and filling my tank afterward a funny incident happened. A man jumped and grabbed my machine as though he were going to put me under arrest. He was a bicycle repairer and wanted to know something about building up a wheel. After showing him he thanked me and seemed much relieved. After stopping at Bedford Springs a short while I left for Cumberland, and when I rode up to the Windsor Hotel in that city my cyclometer registered 111 miles from Hagerstown.

The next morning I left for Hagerstown, via Hancock. The first ten miles out were not bad, but from Flintstone to Hancock, about thirty miles, the going was simply terrible. The road had been washed so many years by rains that it was merely rocks and holes. From Cumberland to Hancock there is nothing but a wilderness, and I did not see a single soul from the base of one mountain to the base of another. I now fully appreciate the flexibility of control on my twin, and do not think I could have negotiated some of the mountain grades without it, as I was obliged to shut off on some curves of the steepest grades and then let "her" out again. From Clear Spring to Hagerstown the road is level and uninteresting, save for the capacious taverns, and stables and smithies, which time has left standing.

The next morning I left for home, via Frederick. The first macadam road in the United States was laid between Hagerstown and Bonnsboro. Also what is claimed to have been the first monument erected to George Washington was put up on the rocky summit of South Mountain—built by the citizens of Bonnsboro. The cornerstone of the Washington Monument in Baltimore was laid in 1815, while the South Mountain shaft was erected in 1827; but the Baltimore memorial was not completed until 1820, so that the South Mountain monument has the advantage of two years in point of erection. I stopped in Frederick to see the tomb of Francis Scott Key, and then left for home.

My total mileage was 380, and throughout I did not experience any trouble whatever, except a fouled plug. My magneto gave perfect satisfaction; in fact, I cannot speak too highly of it. One thing I noticed in particular, and that was the hospitality of the people I came in contact with and the interest they took in my machine, as many of them had never seen one like it before.

KINKS AND WRINKLES

ONE resourceful rider describes a roadside repair that gave him much satisfaction. The push rod and exhaust stem had worn so gradually that he did not notice the loss of power, until miles from home he encountered a certain steep hill which his motorcycle did not "soar" as usual. In fact, it stopped in the steepest part. Knowing carbureter adjustment and throttle to be O. K. and spark correct, he at once looked at the spring of the exhaust valve. This appeared to be stiff enough, but the gap between the push rod and the valve stem was a full one-sixteenth inch too wide. This space must be not over one-thirty-second inch, therefore, to fill this extra one-sixteenth inch space with the tools and material from the tool bag was the problem.

The advice of a friend—to bend over the edges of a penny, to keep it between the push rod and the valve stem—was recalled, but a herculean effort to get the required bend resulted in producing a large dent in the top rail of a nearby fence, while the penny was lost in the tall grass when it flew out of the jaws of the pliers. The tool box yielded a short piece of a bicycle spoke, which led to an easy solution. By removing the cotter key under the exhaust spring washer and inserting the end of the spoke, and bending it around under the end of the valve stem, squeezing the bend tight with the pliers in such a manner that the wire could not come out, and then carefully filing it down, our ingenious friend had a filler that was just of the right thickness to give the valve the proper opening, as intended by the builder. After warming up on the stand machine sailed up the hill in glorious style, and for the rest of the day continued to give satisfactory speed and power. On returning home a push rod of proper length was fitted, and the cotter key in the exhaust valve stem was restored, thus making a permanent repair.

EXHAUST valve springs are quite hard to replace after they have been removed to make repairs. Putting the springs back in place may be easily accomplished by pressing the springs together in a vise and tying in three places on each spring with light wire or strong cord, and then putting them in position. The binding wires can be cut and removed after the washer and cotter pin have been put in place.

A CARBURETER which had always given trouble in starting, and was also very wasteful of fuel, has been greatly improved by introducing baffle plates close above the jet. They break up the gasoline spray and improve the mixture enough to enable the machine to run twenty miles more to the gallon, at a higher rate of speed, and to also start without priming.

FOUR PERFECT SCORES IN OAKLAND CONTEST

By ELIZABETH GREGG

BY long odds one of the most strenuous events ever run off in this country was promoted and successfully held by the Oakland (Cal.) Motorcycle Club on Saturday and Sunday, November 7th and 8th. It was an eighteen hour reliability contest, on a twenty mile an hour schedule, and of twenty starters only four finished with perfect scores. With sealed machines these four rode 360 miles without making an adjustment of any sort, and without losing time for any other reason. The 1000 point men were: W. P. Williams, Excelsior; F. E. Karslake, Curtiss; H. Lorenson and W. Dryer, both on Indians. Two Thors finished; but their scores were not perfect, as some minor difficulty had caused the breaking of a seal in each case.

The course chosen by the club was over what is known as the San Leandro triangle, a forty mile route commencing in the town of San Leandro, a suburb of Oakland, going from there through Mt. Eden, Alvarado, Centerville and Irvington to the Mission San Jose, and from that point back to San Leandro through Niles and Haywards. The contestants were required to make one round every two hours, five minutes leeway being allowed in San Leandro.

The machines were sealed and the penalties for breaking seals were as follows: Exhaust valve, 25 points; inlet valve, 25 points; plugs, 5 points; battery box, 20 points; carburetter, 20 points; timer, 15 points. Contestants were penalized one point for every minute late, and two points for every minute early in arriving at San Leandro.

The run commenced on Saturday night at ten o'clock, and where bright moonlight had been counted upon to aid during the night ride, a heavy fog enveloped everything so that the riders could not see a yard in front of them. The dampness made the roads muddy and slippery, and altogether, the night hours were not enjoyable. Twenty machines were entered: three Reading Standards, six Thors, five Indians, and one each of the Excelsior, Curtiss, N. S. U., Webster, Harley-Davidson and Minerva. The riders were started five minutes apart.

There were varied experiences through the long night ride. Several riders went out in the first few laps for different reasons. One machine had a frame broken, another the forks, and in a third the spark plug was blown out. When a man lost so many points that he had little or no chance of winning he dropped out, and because of various troubles during the night there were only nine machines competing by morning—two Reading Standards, two Indians, two Thors, and one each of the Excelsior, Curtiss and N. S. U. Three of these dropped out before afternoon, and only the six whose names and time have been given finished.

While three prizes had been offered originally, and it had been agreed that if more than one rider had a perfect score at the end of the eighteen hours they would ride until only one was left with a clean sheet, the plan was changed when the regular course had been run. It was decided by the officials that it should be left with the winners, Karslake, Lorenson, Williams and Dryer, whether they would ride for elimination or each accept a cup for making the 360 miles with a perfect score. All but Karslake were satisfied to stop, but the gritty rider of the Curtiss was so sure his machine would outlast the others that he was willing to ride all night. As the majority favored stopping it was agreed to let the contest end with four perfect scores and a cup for each winner.

One reason for the intense interest in this reliability run was the fact that victories have been pretty well divided in recent motorcycle events. This fall the Thor won at Santa Rosa, the Indian at Tanforan and the Curtiss, with Karslake riding, the endurance run to Fresno and return. The Excelsior, which made a good record for itself in this run, is a new machine to this part of the country: but from the score it made it will doubtless vie with these other machines in future contests.

It was for the most part a sleepy crowd that saw the close of the run at San Leandro, for aside from the usual crowd of small boys and a few autoists, the men who saw the finish had been on the spot the greater part of the eighteen hours. Only an enthusiast will be so faithful, and it speaks well for the motorcycle game that so many people were interested. Certainly it speaks well for the Oakland Motorcycle Club that its first large undertaking should be so successful. For with over twenty motorcyclists on the course, riding for a great part of the night in a fog so dense that it was impossible to see, no accidents occurred. In fact, things could not have gone more smoothly, for there was no excessive speeding, and no complaints of law breaking were made in the towns through which the course ran.

"Hermis" Won From "Old Mule"

EX-JOCKEY ARTHUR REDFERN and Russell Smith contributed their share to the fun at the Fair Grounds in New Orleans, La., on November 8. They rode in exhibition with the Lewis Strang automobile racing outfit, and could, of course, get no amateurs to ride against them. Smith had been heralded in the local papers as "Russ. Smith, the Champ. Motorcyclist," and was reported to have made a mile at Providence in "51 flat." The race was reported as follows:

"A great deal of interest was centered in the motorcycle race. Of the four that were entered only two started—Arthur Redfern, with his machine 'Hermis,' named after the famous race horse of that name, and Russell Smith, with 'Old Mule,' a machine that he has won any number of brilliant events on. As far as racing is concerned there was nothing to it but Redfern. He knew the track to a certainty, and only once was Smith a bit dangerous, and that was in the first mile, when he was all but even with Redfern. But after that it was no race. Redfern going to the front and, remaining there to the finish, won easily. Those who witnessed the work of Redfern were impressed with his skill. He rode his machine in the same style that he did thoroughbreds a few years ago at the Fair Grounds."

Delevan Takes Aurora Cup

WINNING the highest number of points in the meet given by the Aurora (Ill.) Motorcycle Club at the Driving Park on Sunday, November 15, Jack Delaven takes the big silver cup emblematic of the championship of the club, as he had already two legs of the trophy.

To win the cup it was necessary to win the greatest number of points in three different meets, and Delaven accomplished the feat. He took three events in the last meet, and Howard Holk two. DuSell, winner in one of the meets was third in two events and then dropped out. The summaries:

One mile time trial—Won by Delaven, Harley-Davidson: Holk, Thor, second. Time, 1.26.

Three-mile—Won by Holk; Delaven, second; DuSell, third. Time—4:30.

Five-mile—Won by Holk: Delaven, second: DuSell, third. Time—7:30.

Ten-mile—Won by Delaven; Holk, second. Time—13 minutes.

Pursuit race—Won by Delaven after running twenty-four miles; Holk, second.

DIZZY WHIRL IN PATERSON ARMORY

THOSE two veterans of saucer track fame—Prince and Eck, capped the climax at Paterson, N. J., Saturday night, November 21, when they pulled off a fifty-mile match race between "Jake" DeRosier and "Gus" Lawson on the twelve lap indoor track at the armory of Company E, Fourth Regiment. The race was a sort of last resort to incite interest in indoor bicycle racing at the Jersey town, and was arranged in one day's time. DeRosier was hurriedly called from Boston with his new Indian track racer, and as a competitor Lawson, the well known pacemaker, who had only just arrived from abroad, consented to ride in the dizzy whirl.

A telephone message was received by the N. S. U. Motor Company in New York, at 4 o'clock Saturday afternoon, asking for a racing machine, and the big N. S. U. pacemaker that Arthur Mitchell has been using the past summer was stripped as lightly as possible and made ready.

At half past eight, with about 2,300 spectators agape with astonishment, Tom Eck fired off the gun and the two men whirled away together at a speed wonderful for such a small track. Time and time again the people were brought to their feet with yells as DeRosier would attempt to steal a lap, but Lawson held on wonderfully and in turn would pass DeRosier. Once, during the thirty-second mile, Lawson gained a half lap on DeRosier, but, to the disappointment of the crowd, he did not maintain his advantage. DeRosier caught him again in six or seven laps. In about the fortieth mile, while Lawson seemed groggy from the strain, DeRosier speeded his Indian up and during a twelve lap sprint was able to gain a lap on his competitor. This, of course, again brought acclamations from the ring inside the saucer, which, by the way, resembled more a tin pail than a saucer on account of the steep banking.

The forty-sixth mile again brought disappointment to the crowd, as Lawson was compelled to retire. A broken wire terminal caused the trouble, but was quickly attached and the machine, ready for the rider, was held in position. But Lawson was too dizzy to continue. That the strain was awful could be seen by his parched lips and pallid face. However, after DeRosier, spinning as fast as the track allowed, had gained twenty-seven laps, Lawson was helped to his machine and pushed off. He seemed possessed, and with a tremendous burst of speed he brought the crowd to its feet. Intense excitement prevailed, the crowd yelling themselves hoarse as Lawson sped around and around and, in the last mile, lapped DeRosier five times. He also made the fastest lap of the evening, 6 2-5 seconds.

DeRosier, the winner by almost two miles, had ridden the fifty miles in the wonderful time of 1 hour and 18 minutes. The terrific strain had worked upon him heavier than on Lawson, for at the completion of the race, DeRosier's knees caved in and it was necessary to carry him bodily from the track. His nerve never left him for an instant while he was on the track, however.

The race was really a most amazing spectacle. It reminded one more of a vaudeville performance than a track race. Each circuit was made in about seven seconds, and in the fifty miles the riders covered 600 laps. The room was warm enough, with its large crowd, to bring perspiration to a person's hands still; at only one period did either motor show signs of overheating. This was in the thirty-second mile, and then, by giving his engine a liberal bath of oil, DeRosier was able to cool it off again. It was somewhat surprising that neither the G & J nor Peters Union tires on the Indian and N. S. U., respectively, showed signs of excessive wear, though the strain on them must have been terrific at times.

THANKSGIVING SPORT AT BENNINGS

NOTWITHSTANDING the fact that the old Bennings race track, near Washington, D. C., was in a horrible condition—wet, muddy and full of holes—the four events pulled off there on Thanksgiving Day, before a crowd of 2,500 spectators, proved both interesting and hotly contested. The meet had been scheduled to take place under the auspices of a Washington charitable institution, but it failed to secure a sanction from the F. A. M., and things were sliding fast from bad to worse when the National Capitol Motorcycle Club lent a helping hand and pulled the meet off.

Even as it was, there was considerable dissatisfaction among the riders, especially in the last event, a twenty mile handicap. The scorers disagreed, and the race, awarded to Bewley, was protested by Chapple. There was not a stop watch on the track either; the starter fired the gun when the minute hand of his watch had reached an even mark, so the times given are only approximately correct. Before the racing commenced several of the riders walked around the mile oval and picked out the hard spots to ride on. Down the homestretch there was just a narrow path, barely room enough for one rider to pass another without getting out into the muck.

The first race, a ten mile handicap for single-cylinder machines, was won by Gennella on a 4-h. Merkel, after a nip and tuck race with A. G. Chapple on a 2¾-h. Indian, by only six feet. Ed. Mangold was third. The second event, at fifteen miles, for twin machines, was won easily by Walter Goerke, with Chapple and Mangold following in that order. Mangold then captured a ten mile event for fully equipped stock machines.

The last race, the twenty mile handicap, started off with a Merkel, an R-S and two Indians, all singles, that were given one lap over the scratch men, Goerke, Chapple and Bewley. After the latter got going there was nothing to it but Goerke, Bewley and Chapple, in that order. At fifteen miles Goerke's carbureter choked up and he had to quit. Bewley and Chapple then fought for the lead for the last five miles. The latter passed Bewley on the homestretch in the last lap, and was congratulating himself, when he heard that Bewley had won the race. The scorers had disagreed, and the result was in doubt to many. Chapple promptly filed a protest.

The officials were: Frank Marks, clerk of the course; Royce Haugh and E. P. Hazelton, starters; W. Farrell, handicapper. Summaries:

Ten mile handicap for single-cylinder machines—Won by Gennella, scratch, 4-h. Merkel; Chapple, second, 2¾-h. Indian; Mangold, third, 3½-h. Indian. Time, 13.50.

Fifteen mile scratch, for twin-cylinder machines—Won by Goerke, 7-h. Indian; Chapple, second, 5-h. Indian; Mangold, third, 4-h. Indian. Time, 20.00.

Ten mile, for fully equipped touring machines—Won by Mangold, 3½-h. Indian. Time, 15.00.

Twenty mile handicap—Won by Bewley, 7-h. R-S; Chapple, second, 5-h. Indian. Time, 26.30. Result protested.

DURING the convention of the Southwestern Implement Dealers' Association at Wichita, Kan., December 12 to 19, it is planned to hold motorcycle races on the fair grounds track there. There will also be an exhibition of automobiles, motorcycles and all kinds of farming implements.

NEW WORLD'S RECORD FOR "CENTURY"

"Bob" Stubbs Rides 100 Miles in 107 Minutes 44 Seconds, at Birmingham, Ala.

A NEW world's record for one hundred miles in competition was set up on Tuesday, November 24, on the mile fair grounds track at Birmingham, Ala., by Robert Stubbs on a 5-h. Indian. The track was in magnificent shape and Stubbs reeled off mile after mile under the minute mark. His time for the one hundred miles was one hour, forty seven minutes and forty-four seconds, lowering the record for the distance in this country of 2.05.05 4-5, made by Stanley Kellogg on the Point Breeze track in Philadelphia last October, and beating the previous world's record of 2.02.19 held by H. A. Collier.

The race was begun at 2 o'clock promptly, there being in addition to Stubbs three entrants—A. W. Meagher, G. W. Doyle and C. A. Dewitt. After the fifteenth mile Stubbs was the only rider circling the course, the others, on account of trouble with their machines, dropping out. In making the forty-fifth mile Stubbs was forced to halt and make adjustments on his machine, thirty seconds at this time being lost. In making the ninety-first mile, thirty-one seconds were lost in the same way. But there occurred no other halts, and the miles after the ninety-first were made in startling time. Several miles the rider covered in less than a minute, and many were made in 60 flat.

Stubbs's average speed per mile was 1.04¾. Just how fast this is can be estimated when it is remembered that Lewis Strang, in the first two hours of the recent ill-fated twenty-four hour automobile race in Birmingham made but 101 miles in the first two hours on the same track.

The timekeepers and scorers were: Dr. H. Denegre, Carl Stocking, Jack Biddle and William L. Tarrant. The judges were: J. A. Matthews, A. T. Reeves and Herman Howell.

MAKERS MEET AT BUFFALO

MANY matters of general importance and direct benefit to the retail trade were brought up for discussion at the special meeting of the Motorcycle Manufacturers' Association, called to order at ten o'clock on Wednesday morning, November 18, at the Hotel Statler in Buffalo, N. Y. Trade conditions, freight rates, protection for agents, and show and publicity matters occupied the attention of the ten members of the association present till well along in the day.

The subject of freight rates received a thorough going over, and it was decided that the members should make a concerted move and bend all their energies towards securing a proper classification for the motorcycle from the railroads. President Hendee told in detail of the efforts to this end his company had made during the past two years, and of the material reductions that it had secured in this time. Since freight charges are paid by the dealer, every saving that can be made will be an additional profit to him.

A general discussion as to trade conditions and prospects ensued, and methods were outlined for promoting the greatest amount of interest in the New York, Chicago and Boston shows. The Association's show committee was retained, and directed to use its best efforts in cooperating with the managers of the three shows to make the exhibits attractive and representative.

That the movement for the bettering of the agency proposition, which has been gathering force at each of the meetings of the Association members, will result in a definite agreement before long seems assured. It was thought that some form of uniform contract might be devised and adopted at this meeting; but instead a number of recommendations were made, and each member was left free to incorporate such provisions in agreements with his agents as he sees fit. Among the provisions recommended is one requiring agents to maintain list price, and another advising that the guarantee applying to every motorcycle sold be made a part of the contract. The subject of protecting the dealer from direct sales by manufacturers was also discussed and a remedy proposed.

President Hendee, Hendee Manufacturing Company, presided, and Secretary Robie, Excelsior Supply Company, were present. In addition, the following were in attendance: Messrs. Marsh, M-M.; Remppis, R-S; Fretz, Merkel-Light; Hurley, Thor; Curtiss, Curtiss; Hornecker, Torpedo; Becker, Auto-Bi; Coburn, Pierce.

POLICE COMMISSIONER BINGHAM of New York City is to be reinforced in his crusade against unnecessary noise in the Greater City in the near future. The Board of Aldermen recently had the Marx anti-noise ordinances under discussion, and it is quite probable that its provision will soon be made law. Section 534 of this ordinance reads as follows:

"No person shall operate over or through any streets of the city of New York any automobile, motor wagon, motorcycle, wagon, truck, cart or buggy which automobile, motor wagon or motorcycle shall have any engine or machine which shall give forth any loud, unusual or unnecessary noises whereby the peace of said city shall be disturbed; nor shall the exhaust of any automobile be cut out or made to discharge except through the muffler thereon when said automobile is operated through the streets in any built up portion of said city; nor shall any such automobile, motor wagon, motorcycle, wagon, truck, cart, buggy or vehicle be operated over said streets which shall have any loose boards, creaking or unoiled axles, or wheels, trucks, chains or other parts, whereby any unnecessary noise shall be caused.

"Any violation of this ordinance is hereby made a misdemeanor punishable by a fine of $10. This ordinance shall take effect immediately."

TO contemporaries who have ventured to question our dictum that all men who ride motorcycles look alike, we beg to submit the following statistics, compiled by our private research workers: Ninety-nine and forty-four one hundredths per cent. of all motorcyclists are pale, dark men, below medium height and wearing black sack suits. Eighty-seven per cent. of them have small black mustaches. Six per cent. have small brown mustaches. The bearded motorcyclist is absolutely unknown. Only one motorcyclist in twelve has blue eyes. Only one in seventeen is not slightly bowlegged. Eighteen and a half out of every twenty have little brown moles on their left upper lips. If the skeptics are not yet satisfied that we knew what we were talking about, we shall be glad to produce other figures from our carefully compiled secret archives.—Richmond (Va.) *Dispatch.*

AT THE CHICAGO CLUB'S SECOND ANNUAL BANQUET.

Chicago Club Men Dine

WEDNESDAY evening, November 25, Thanksgiving Eve, was a gala night in Chicago, at least for the motorcycle people. The festivities took the form of a banquet, the second annual, in fact, of the Chicago Motorcycle Club. The menu of edibles was elaborate, and the feast of reason and flow of soul were up to the mark. A private dining room at a prominent Chicago resort was engaged for the occasion, and this was especially decorated in honor of the guests.

At the head of the table were seated the officers of the club and their guests. There were fifty men present, and Mr. F. B. Hart, as toastmaster, kept things going. Various manufacturers with headquarters or branch offices in Chicago supplied the entertainment, which was snappy and very much appreciated. The committee in charge of the affair, which was highly successful, was C. H. Lang, Chairman; F. B. Hart, J. E. Starr, A. Johnson and J. C. Hossman. Whipple, The Motorcycle Man, was very much there, also was Long Jack, whose tank capacity has never yet been ascertained. Altogether, the Second Annual was a great success. The Club membership now numbers an even hundred and shows constant growth.

Will Have New Club House

MEMBERS of the Minneapolis Motorcycle Club are planning to erect a club house. Definite plans have not been announced, but a committee from the association is canvassing the members of the organization, and they are enthusiastic concerning the plan. The club house will not be a pretentious building, but it will be a comfortable meeting place for the organization and the headquarters for Minneapolis motorcyclists.

A. T. Stata, president of the club, has been active in enrolling new members and the organization now has a membership of eighty. The fact that motorcycling is enjoyed by old and young alike is demonstrated by the fact that the youngest motorcyclist in the city is sixteen years old and the oldest fifty-six years old.

The members meet on the first and third Thursday of each month at Richmond Hall. A series of dances will be held during the winter. During the last year the club has supervised two successful road runs—one to St. Cloud and the other to Faribault, and in addition has been instrumental in securing the success of two exciting motorcycle races at the state fair grounds, one during Shriners' week, the other during state fair week.

CHICAGO CLUB MEMBERS GROUPED AROUND THE LOGAN MONUMENT.

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F. P. PRIAL

LEROY COOK - - - - - - - *Editor*
L. H. CORNISH - - - - *Advertising*

NEW YORK SHOW FORECAST
Issue of January 1st, 1909

Four Important Issues

OUR old friend, Bill Shakespeare, who is dead now and cannot get back at us if we do call him "Bill," tells us that, "things in motion sooner catch the eye than what not stirs." This applies to warfare, acting, law, everything. The successful lawyer is always moving about, joins many clubs, gets known. Your big politician keeps ever on the move. Witness W. J. B. And Bill Shakespeare's law is particularly true of the publisher. He must keep moving, must keep on doing things; otherwise his trade will think he is too *still*, is going back, receding.

Therefore, just at this time, we intend to get a big move on for our Show issues. The New York, Chicago and Boston Shows are a sufficient excuse; nay, not an excuse, but a very good reason why we all should do something *special* at this time. It is a fact that, in the next three months, motorcycle riders, and those who intend to *become* motorcyclists, will closely read MOTORCYCLE ILLUSTRATED. The way new subscribers are pouring into this office—no exaggeration—proves a rapidly increasing interest in all that concerns the machine and its equipment. From coast to coast motorcyclists are on the *qui vive* for what's what in 1909 models.

We intend to tell them all about it in four important issues. The dates are January 1, January 15, February 1, February 15. They will concern themselves with the New York and Chicago Shows, giving forecasts and full reports of these events. For the first time in the history of the motorcycle trade the motorcycle exhibits have achieved bigness, dignity and importance. Again, too, the healthy state of the industry has warranted manufacturers in introducing many important innovations in their 1909 models. Another important phase of the motorcycle trade is the fact that many important accessory manufacturers have turned their money and their brains into the motorcycle field, and will offer some very good 1909 things in the way of equipment, wrinkles, etc. All this will be told in the four issues mentioned.

The reader should be sure to get on our subscription list now. The advertiser should make it his business to take space in these numbers. At no other time of the year can he buy such *telling* and *valuable* publicity as he can in these four numbers.

Going Some

WITH great satisfaction we report the establishment of a new world's motorcycle record for one hundred miles by a Yankee rider on a Yankee machine, at Birmingham, Ala., made, too, just the day before the foreigners took away all the honor and glory and prizes in one of the big automobile races of the year—the Grand Prize of the Automobile Club of America at Savannah, Ga. May we continue to build the machines here that can turn the trick so neatly. All honor where honor is due, and it belongs just now to the man and the motor that covered 100 miles in 107 minutes and 44 seconds on a mile dirt track.

While American automobile designers have been striving for years to build cars that could wrest some of the laurels from the foreign built machines, American motorcycle manufacturers have gone ahead and made racing machines that have put up new marks—many of them—that will take a whole lot of beating before they are lowered. Some day we may witness an international motorcycle road race, on a grand scale, and the training and experience gained in innumerable track events is certain to be of great aid in designing a winning machine for such a race.

Chicago Conviviality

THINGS have been doing in Chicago recently, things of a social nature. For instance, on November 22nd the Excelsior Company, a big and solid concern, gave a dinner to Chicago's Excelsior riders. A happy thought that, having a double-barreled value, too. Behind an event of this kind there is a substrata of "good business," while the social aspects of such an affair take off the *trade* edge. By the by, a very important wrinkle was announced at this banquet by the Excelsior people. They offered to each Excelsior rider in Chicago the privilege of using their quarters for the winter to store his machine. The plan is that each machine shall be put in perfect order for storage, kept during the winter, and then delivered in perfect condition to the rider in the spring; and all this without any charge or expense whatsoever. A broad policy, certainly! The other Chicago event was a banquet of the Chicago Motorcycle Club. This was well attended, fifty men being on hand, and the affair went off with plenty of go. All of which is very well in these winter evenings.

The Tire Fighters

NO branch of the motorcycle industry strikes out the sparks as vividly as does the tire brigade. Half a dozen concerns are now making motorcycle tires, with more coming into the field shortly. A majority of these firms are rich beyond compute, have worldwide reputations in other fields of rubber manufacture, have great plants behind them and are as keen as hawks for business. And, most important of all, they believe in *ink*, ink and plenty of it. When they win victories on hill, path or road, they get up on their hind legs and shout, shout lustily, but, be it said to their credit, dignifiedly. All this gives fizz to the business, and fizz is good for any business, providing it's the real thing and not a dilution or an imitation. Yes, the tire folks certainly do keep the ball a-rolling. And it's all very healthful and bracing, and will help much.

CLUB NEWS

TWENTY-ONE out of thirty-one starters completed the 164 mile endurance run of the Los Angeles (Cal.) Motorcycle Club to Ventura and return on Sunday, November 8, with perfect scores. The time allowance for the trip was eleven hours and forty-five minutes and the distance covered was exactly 164 miles. The first rider left the club headquarters at 5.15 o'clock in the morning, and the remaining machines followed in close order at intervals of a minute.

The route lay along the San Fernando road to Calabasas, the first real test being the famous Newhall grade, and the motors took the long pull with remarkable ease. One or two of the riders had to get off their machines and push over the steepest portion of the hill; but the experienced contestants had no such difficulty, and the riders of the high-powered machines climbed the hill perfectly. As the bunch approached Saugus and the town of Newhall the roads improved. Much grading has been done on the county highways in this section, and the going was quite good, the machines being able to cover the ground at a good clip.

It was close to 10 o'clock when the first rider reached the end of the run at Ventura, and here a half hour stop was made for luncheon. Fresh supplies of gasoline and lubricants were taken on, and the tired riders faced the long grind homeward.

After passing through Calabasas the riders took the road down the Santa Monica canon to the [illegible], and winding through the grades of this crooked road a number of the riders had to pedal their machines over the more severe grades. It was on this leg of [illegible] journey that several of the riders lost their chances [illegible] perfect scores, and penalties were inflicted which [illegible] the chances of the contestants to win the coveted [illegible] medals. Reaching Venice, a stop was made for refreshments, and again, on reaching the final terminus of the [illegible] in this city, the riders enjoyed a spread at the clubhouse.

Paul Derkum rode tandem the entire trip, finishing with a perfect score. Following is the list of riders who finished with clean records:

J. Leonette, 3-h. Thor; H. E. Canfield, 5-h. Peugeot; J. K. Ott, 3-h. Thor; Paul Derkum, 3-h. Thor; C. B. Judson, 3-h. Thor; W. X. Ziegler, 3½-h. Indian; C. W. Risden, 3½-h. Indian; G. Blalock, 3½-h. Indian; M. J. Graves, 3½-h. Indian; J. H. Schaefer, 3½-h. R-S; C. V. Balke, 4-h. Merkel; L. Janeway, 2¼-h. Torpedo; C. M. Frink, 2¼-h. Wagner; Frank McBride, 2¼-h. H. & H.; S. L. Lyon, 6-h. N. S. U.; Erwin Knappe, 3½-h. Indian; H. Stewart, 2¾-h. Indian; H. Lightcap, 5-h. Peugeot; C. H. Jackson, 3-h. Thor; H. Rothmore, 2¼-h. Torpedo.

Gold medals were awarded to each of the twenty riders who finished with the perfect scores, and the number of prizes was by far the largest ever given by the club for any one run.

THE officers of the National Capitol Motorcycle Club, Washington, D. C., are feeling somewhat elated at their efforts to secure winter quarters for the club having at last succeeded. The club is now ready to receive members and friends at 626 F street, Northwest. Friday evenings are club nights, but all members are supplied with keys and are at liberty to drop in at any time. They will find reading matter from the lightest fiction to the latest advice on the care of the motorcycle. The growth of the club has been slow but consistent since the impromptu meeting of a few enthusiasts last March to really organize a club and see that it succeeded. During the summer it increased rapidly, and from a start of six it has now a membership of over fifty, and is still going strong. Nearly every Sunday a run is held, Baltimore and Frederick being the longest trips.

A resolution has been recently adopted holding open the charter until January 1, 1909, thus giving all a chance to become pioneer members. After that date the charter will be closed and the club incorporated. Now that the wintry months are at hand and distance riding is unseasonable, the club intends to devote its weekly meetings to social and instructive work. To that end it has secured a rising young lawyer as its legal representative, who will, during the winter, give a series of "heart to heart" talks, or lectures on points of law for the interest and benefit of the members.

Among the competitions promoted by the club the hill contest held in September was well attended and settled some disputes regarding the climbing abilities of pet machines. The Labor Day races at Bennings attracted the "fast" riders of the club, and in all events its members were successful and secured the trophies. A like result occurred at Burke's Station and Brightwood, which speaks well for the speedy talent on the rolls. As the club is now affiliated with the Federation of American Motorcyclists, it intends to keep up the interest in the sport, and is planning for a really big meet. It is rumored that March 2 or 3 will be the date selected, and Washington and its visitors will be given an opportunity of seeing first-class motorcycle racing conducted in a businesslike manner.

THE Dayton Motorcycle Club, at its regular weekly meeting, Wednesday, November 18, decided to abandon the Sunday club runs to towns in the vicinity for the remainder of the winter. Committees have been appointed to make arrangements for the spring race meet to be held in Dayton. The meet is planned to be about the largest of the kind ever held in that part of the country. Efforts are being made to book the fastest motorcycle riders and teams in the country.

SIXTEEN members of the Columbus (Ohio) Motorcycle Club met in the shop of J. G. DeGruchy, Tuesday evening, November 10, and effected a definite organization, with the following officers: President Griffith, Secretary-Treasurer Erlenbusch and Sergeant-at-Arms Day.

MEMBERS of the Evansville, Ind., Motorcycle Club held a run to Woodmere on Sunday afternoon, November 15, to see the forest fires that were burning ing fiercely in that district.

GLAD HAND DOIN'S OF THE CLAN EXCELSIOR

THE Excelsior Supply Company, of Chicago, manufacturers of the Excelsior Auto-Cycle, desiring to become better acquainted with the riders of their machine, made preparations to entertain all the local Excelsior riders at a dinner given at the Bismarck Garden on Sunday afternoon, November twenty-second. Unfortunately, threatening weather and a downpour of rain just before the time set for the dinner kept about one-half of the expected guests away. However, a goodly company assembled and, after posing for a photograph at the Logan Monument on Lake Front Park, the guests proceeded to Bismarck Garden, but not in exactly the way originally intended.

The rain held off just long enough for the camera man to wave his arms, indicating that the shutter had done its deadly work. Then came the rain—not gently, but in bunches—and with a few exceptions, instead of starting toward Bismarck Garden, those who had faced the threatening elements made a wild rush for the retail establishment of the Excelsior Supply Company about four blocks away. Here they proceeded to get in out of the wet about as lively as conditions would allow; and as the rain had apparently taken an afternoon engagement they left their machines there and proceeded by the elevated road to the Garden.

Here they arrived in most cases pretty wet on the outside, and in others, pretty dry on the inside. They recovered from both conditions before the finish of the afternoon, though none of the assembly was found overly dry or unduly liquidated at the end of the session. After due attention to the refreshments offered, the diners were addressed by Mr. Hart, who presided in the absence of Mr. Robie, who was unexpectedly prevented from being present. He extended the welcome and good wishes of the Excelsior Supply Company and announced an innovation in the motorcycle industry.

Presuming that many motorcyclists do not intend to use their machines during the winter months, the Excelsior Supply Company has arranged to store during the off season all Excelsior motorcycles that may be brought to them. These will be thoroughly cleaned, motors drained, crank cases cleaned out and all nickel work oiled to prevent rust. They will then be set up on stands to take the load off the tires, and be kept in perfect condition and insured against fire. In the spring, or at such time as the owners may elect, they will be put in perfect running order and delivered to their owners free of any charges or expense.

This proposition was not as enthusiastically received as might have been expected, as it was the expressed intention of nearly all the riders to use their machines throughout the winter, and, as several of them stated, the Excelsior was not a fair-weather machine and did not have to be laid up in the winter or at any other time. Having made this announcement, the speakers scheduled were called upon and the time passed so pleasantly that it was well after seven P. M. before the party broke up.

Mr. Russell Wiles objected to the subject allotted him on the program, and stated that he had not been given a square deal. Mr. Woodworth had requested him to speak on his experiences as an Excelsior rider. He was unable to do so as all of his experiences occurred before he began to ride an Excelsior, and since riding that machine it had merely been a matter of go when he got ready, and return when he so desired. All the speakers were very enthusiastically received.

The entire affair was thoroughly enjoyed by all present and will become an annual event, though some of the Excelsior riders wanted to bet that the Company would have to hire the Coliseum within a few years to keep up with the growth of local Excelsior riders; and ever since the dinner those who had attended have been joyously rubbing it in to those who became scared out on account of the rain.

WHY NOT TWO BRAKES?

By EARLE L. OVINGTON

I RECENTLY came out with a statement criticizing the ordinary coaster brake, such as found on the American motorcycles of the present day. A critic of my communication pointed out the fact that the hub coaster brake which I was attacking is sufficiently powerful and very satisfactory for ordinary conditions, but acknowledged that it was not good practice to rely on it solely in the case of a heavy machine and where mountain touring was indulged in. It stands to reason that a touring motorcycle should, above all things, have reliable braking mechanism. As a matter of fact, I now wish to make a strong plea for two brakes on a motorcycle.

Let us look at the ordinary hub coaster brake for a few moments. This brake, as everyone knows, is situated in the rear hub of the motorcycle. Owing to the fact that it is very compact the parts are necessarily small, and therefore liable to wear under excessive use. When the motorcycle is used in touring over a fairly level country, the brake is not called upon to perform duties beyond its capacity; but the moment you tour with your machine in a mountainous district, where a grade three or four miles long is the rule rather than the exception, the ordinary coaster brake is not as reliable as it should be. In the first place all of the energy which is absorbed by the brake is converted into heat, and this heat is generated *inside* of the rear hub. On account of the very construction of the device, radiation is so slight that on a long grade the heat cannot be radiated anywhere near as rapidly as it is generated. The result is that excessive heating is liable to ensue, and the sticking of the brake results. How often have those who have had experience under such conditions had the rear brake lock with more or less disastrous results?

I will acknowledge that, for ordinary touring, a well made and powerful coaster hub brake is about all that is really necessary, provided it is always in good condition. But just bear in mind that when only one such brake is employed the life of the rider may be dependent upon the action of this single mechanical device. The ordinary coaster brake, for instance, is actuated by back pedaling, and the connecting link between the back pedaling gear and the brake itself is the pedaling chain of the motorcycle. If anything happens to this chain, for instance if it should break, or, being loose, slip its sprocket, the brake immediately goes out of action. If this happens on a long and steep grade, dangerous consequences are liable to ensue unless the rider is quick witted enough to run his machine into the bank alongside of the road, or in other ways stop it.

The band brake, such as in common use on a great many foreign motorcycles, is at once inexpensive, light and efficient. Why is it that such a brake could not be fitted in connection with the usual hub brake on the American motorcycle? A brake of this description consists of a light brake wheel on the rear hub, this wheel having a flange from three-quarters to one inch wide. Surrounding this wheel is a more or less flexible braking shoe, which usually takes the form of a circular piece of metal, lined with leather or other braking substance. This braking shoe is practically a circle but for an inch or so of its circumference. At some convenient point on the motorcycle, which in practice is usually on the handlebar of the machine, there is placed a lever which operates a Bowden wire. This cable, by means of the lever, draws the two ends of the circular braking shoe together so that the shoe binds upon the brake wheel. On account of the very nature of this brake the wheel itself may be made very light indeed, and the shoe only weighs a couple of ounces. A Bowden wire has proved to be absolutely reliable and efficient. The actual cost of adding this extra brake to the motorcycle would be very slight, and the first American concern to incorporate two brakes on their machine would reap enough from the advertising standpoint alone to more than offset this expense.

Now let us assume that we are touring with a machine fitted as above described, in a mountainous district, and descending a hill perhaps two or three miles long. We apply the back pedaling brake and either the chain snaps or something else happens which places the hub brake temporarily out of commission. It is only necessary for us to grasp the brake lever on the handlebar in order to put the auxiliary brake into commission. The presence of this auxiliary brakes gives the rider a sense of security which cannot be obtained in any other way. Furthermore, in descending a very steep or long hill, both brakes might be applied, and the braking power thus distributed between two mechanisms instead of relying upon one only. This matter will bear discussion, as it is of the utmost importance. Either two brakes are desirable or they are not. Let readers of Motorcycle Illustrated express their opinions.

A DOCTOR'S DIAGNOSIS

AS a comparatively new subscriber to your most excellent magazine, I feel that it is more or less presumptuous on my part to send you a communication intended for publication in its columns; still, I feel that "extenuating circumstances" may be justly plead in my behalf, and on that score I crave your indulgence. To make a long story short, I merely wish to give my experience with the motorcycle in the practice of medicine over the rough roads of western Maryland during a period of four months.

Back in July, when the sun was shining its very hottest, and I was forced to travel at a snail's pace for fear of injuring one of my horses, I began to consider seriously the advisability of procuring one of the new motor-propelled conveyances. First I looked over the automobiles, but soon arrived at the conclusion that, having to follow in the wagon ruts of our rough roads, their life would, of necessity, be very short. I thought over the matter for some days and finally it occurred to me that the motorcycle made but one track, and that the road which could not supply the few inches that it required must be a very bad road indeed. After having made this discovery I at once ordered through the nearest agent a 2¾-h. Indian, which arrived in due time, and I also, on the same schedule, arrived at what for a time I regarded as a very critical point in my career. In the first place the machine was about twice as big and several times as heavy as I had an idea it would be, and I, being a light-weight—125 pounds—felt that if I did not have a "Jumbo" on my hands, I had at least a "Baby Alice." And then the fun began with a vengeance, as the agent lived about seven miles from my home, and my knowledge of mechanics was limited to a degree that any child ought to be ashamed of. You can appreciate the difficulties under which I labored.

First, I sprung the rod which operates the throttle by turning the grip too vigorously. Result: paid a darky to push the "thing" home, as it positively refused to go by either persuasion or coercion. Next, the sprocket slipped and the "thing" would run like a threshing-machine without advancing an inch. For this trouble I took it to the agent, who then gave me a very profitable lecture on its mechanism, which, together with what I learned by hard experience, finally put me wise, and at last I was straightened out. Among other things, I discovered that the secret of success lay in keeping it clean, and my servant was given orders to curry it every morning just as regularly as he did the horses. Before starting out I would myself give a little attention to the spark plug and circuit-breaker points, and then I knew I was all right for the day. Now, after using the machine for four months, I often wonder how I got along without it, as I get through with my work in about one-third of the time which was formerly consumed with horses.

The idea which I wish to inculcate in this letter is first: its economy—about thirty cents a hundred miles, and a repair bill, after having ridden about three thousand miles, of ten cents—for a bolt. The second feature, and one which I think should be interesting to physicians generally, is that while the motorcycle, in my experience, has proved a money-saver and labor-saver, it has also demonstrated its qualities as a money-maker; as I am able to do more work with its aid and respond to calls at a distance that I would not attempt with horses.

Of course, until one becomes accustomed to a motorcycle, the riding seems very rough, due to the rider unconsciously grasping the grips too tightly, which transmits the shock through his stiffened arms clear to the shoulders. Later on, however, he learns how to reduce the shock by instinctively meeting it half way, and then the pleasure of riding commences. I have ridden my machine frequently across stubble fields and hay fields, and have many times driven it through a stream of water that wet my feet to the shoe-tops.

In conclusion I will add that my machine is not for sale at any price, as, in addition to the qualities mentioned above, it has improved my general health and strength to such a surprising degree that, at this writing, the "Jumbo" of my first acquaintance seems to be no longer possessed of any characteristics which might in the slightest degree be denominated elephantine in their proportions. It has also given me more pure, unadulterated pleasure than any toy I have owned since I found my first pair of skates hanging on the tree on Christmas morning.

And now, Mr. Editor, if you think that any of your readers might derive any information from this letter, you are at perfect liberty to publish it; but if my experience is simply a repetition of the experiences of others, just throw it in your "hot-air" basket, and I assure you that I will not be offended in the slightest.

Yours very respectfully,

H. H. HOPKINS, JR., M. D.

"SHE"

She has a thousand whims and ways,
She's changeful as the sky above her—
And, dear as are her charms to me,
Her faults are plain for all to see,
And yet—I love her!

To-day she's docile, patient, sweet,
And none could find a cause for chiding;
For, like a saint, submissive, mild,
She'll follow meekly as a child
My gentle guiding.

To-morrow she's a wayward thing—
A creature full of moods, caprices;
And only when the day is past,
And we with anger part at last,
The conflict ceases.

My blessing—curse! My hope—despair!
And these within an hour I vote her;
Yet tho' she prove my death at last,
Thro' storm and shine I'll hold her fast—
My pride—my joy—my—motor.

—*Brooklyn Life.*

FOLLOWING up the complaint of the Minneapolis Motorcycle Club to Mayor Haynes of that city, charging the police with lack of enforcement of the bicycle ordinance, investigation shows that not more than $600 will be received in all from the sale of bicycle tags this year, according to the city clerk's office. Tags were placed with various dealers who make sales and turn in receipts at the close of the season. Some of the returns are not in yet. Some years ago a total of 35,000 tags, at 50 cents each, were disposed of in Minneapolis in one season. The meager receipts from this source make it impossible, it is said, to construct new bicycle paths and hardly suffice to keep old ones in repair.

MOTORCYCLE SHOWS, 1909

NEW YORK—Madison Square Garden, January 16-23. Merle L. Downs, manager, 7 East Forty-second street, New York City.

CHICAGO—Coliseum Annex, February 6-13. Samuel A. Miles, manager, 7 East Forty-second street, New York City.

BOSTON—Mechanics' Building, March 6-13. Chester I. Campbell, manager, 5 Park square, Boston, Mass.

ARIZONA came to the front with a motorcycle race meet, the first that had ever been held in the state, at Phœnix, on Wednesday, November 11. Fully 10,000 people witnessed the two events that were run off in connection with the automobile races on the Fair Grounds track.

The five mile tandem event was won by F. A. Carr in 8.48½ on a Reading Standard, N. E. Wilson second on an M. M. There were three other entries, but the contestants withdrew. The ten mile open race was very interesting Victor Redewill, on a Thor, taking the event after a chase to the finish. The time was 14.25¼. F. A. Carr, R-S, was second, with a gap of twenty feet. The best time for one mile in this race was 1.25 flat.

MORE attempts at lowering many of the present track records will be made this winter in California. Freddy Huyck, the "Chicago Whirlwind," has been granted permission to have his expenses paid for the Pacific journey, and is now in Los Angeles.

The famous Conduit road out of Washington, D. C., much used by motorcyclists, is to be lighted with incandescent electric lamps from Aqueduct Bridge to Little Falls.

QUESTIONS & ANSWERS

WILL you kindly answer the following in your Questions and Answers column? The brake band on my N. S. U. (6½ inch diameter by ⅝ inch wide) will not hold. When I purchased the machine new it was lined with soft copper, which did not hold at all, so I lined it with leather and this does not hold. What would you advise?

My machine is equipped with magneto ignition (Eiseman magneto with separate coil) and to overcome hard starting I have fitted batteries. Have a separate timer on the other end of magneto shaft, separate spark coil and two dry cells. I have a switch at the spark plug which disconnects the magneto wire and connects the batteries, and vice versa. When magneto wire is disconnected at the spark plug with the machine still running, will it do any harm to the magneto or coil?

If any N. S. U. riders have had hard starting troubles with their magnetos and conquered same I would much appreciate their help if they see fit to lend it.

C. A. Wolf.

Syracuse, N. Y.

It was a mistake to take off the soft copper lining. Leather will not give any satisfaction for this use, except for possibly a few miles. To make the brake band hold, restore the copper strip and shorten the Bowden wire by screwing up the nuts on the brake band till it grips. Never allow oil to get on the band or drum. Use a little, very little, powdered resin occasionally to make the band hold. The N. S. U. brake band properly treated and adjusted perfectly will slide the wheel any time.

Fitting batteries to insure easy starting is entirely unnecessary. We have never heard of its being done on an N. S. U. If properly handled, both the single and twin machines of this make are easily started. Possibly you do not get the spark properly set, or give the engine too much air in starting. Try putting the spark advance lever two notches from full; shut off the extra air and perhaps close one of the shutters in the side of the carbureter; give only a little throttle; clean your spark plugs and platinum points, and see that they are as close together as the thickness of a thin business card; also make sure that the carbon brush on the magneto is free from any glossy material. This can be removed by filing down with a jeweler's file or piece of fine sandpaper; the surfaces must be flat.

Yes, it will hurt the coil to run the engine with the magneto wire off the plug.

DOES the Siegel-Cooper Company still handle the Griffon? I wrote to them, and it seems they do not. What is the price of the 6-h. N. S. U., fully equipped, in England? In Germany? In Moscow, Russia?

J. Schmidt.

Tracy, Cal.

The Siegel-Cooper Company still has one or two Griffons on the floor, but are not importing any new ones. The N. S. U. Motor Company has branches in each of the above mentioned cities, but we do not know the selling prices of the machines there. You will have to write to the respective branches.

WILL you kindly give us the manufacturer's name and address of the Alcyon motorcycle, made near Paris, France?

Buffalo, N. Y. F. F. Rick & Co.

Can some of our readers answer the above?

REFERRING to letter in Motorcycle Illustrated, issue of November 15th, signed "Disgusted Motorcyclist," I believe he would do better and get over his disgusted feeling if he would join the movement now on foot to organize a club. There are several riders in this city who are working towards that end and, if successful, it will undoubtedly mean a boom to the sport.

We all look (or nearly all) for a good season next year and a big increase in the number of riders; but one pessimistic letter like the one referred to above will do but little good, I am sure. There is no reason whatever why a club could not be started here with at least twenty-five or thirty-five members; but to do this we need the co-operation of each and every rider.

Now, Mr. Disgusted Motorcyclist, join the F. A. M. if you have not done so already and help boom that, then call on Mr. Bumiller, of the Pickering Hardware Company, who will tell you what is being done. We need your help and I trust this will reach your eye and do some good.

F. W. Sparrow, F. A. M. 1642.

Cincinnati, Ohio.

I WOULD be pleased to have you answer the following question for me in your columns. Can you give me the address of the manufacturers or sales agents of the Michaelson two-speed motorcycle transmission, also the addresses of several other motorcycle transmission manufacturers?

Leland S. Barnes.

Mt. Washington, Ky.

The Michaelson two-speed and free engine device is made by the Minneapolis Motorcycle Company, 517 S. Seventh St., Minneapolis, Minn. Write also to the N. S. U. Motor Company, 206 W. 76th St., New York City; Bushnell & Cannon, Cleveland, O.; Merkel-Light Motor Company, Pottstown, Pa.

KINDLY let me know through your columns the present address of the Webb Speed Indicator? Thanking you in advance,

W. L. B.

Parker Manufacturing Company, Clifton and Shirley streets, Boston, Mass.

I WISH to call the attention of the motorcycle trade, through your columns, to the excellent opening for a motorcycle and supply agency in Sioux City, Iowa. There is no agency here and I know the first agent in the field would reap a harvest. I will be pleased to answer any inquiries.

Yours truly, W. S. Tripp.

Court House, Sioux City, Ia.

Here, Mr. Maker, is a chance to make some inquiries that may develop something substantial. We should be pleased to hear of some sales being made in this virgin territory.

THE MOTORCYCLE MART
SELLS THE STUFF
TWO CENTS A WORD

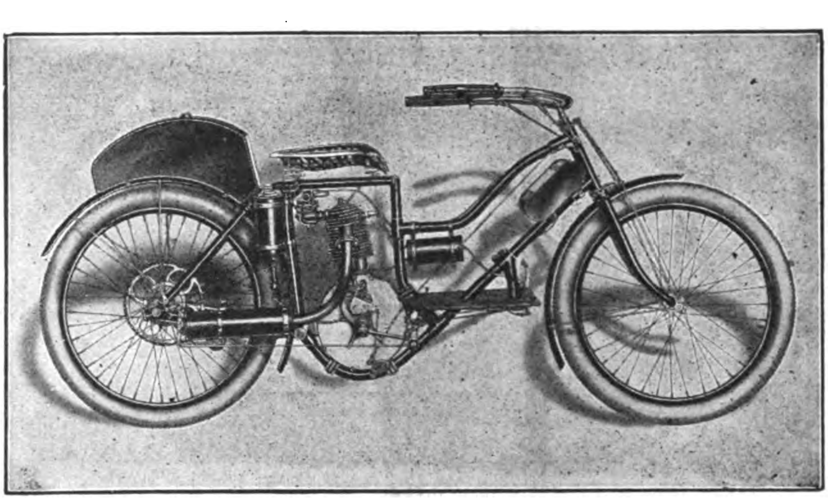
TRADE

ORIGINAL IDEAS IN NEW ERA AUTO-CYCLE DESIGN

THE New Era Gas Engine Company, of Dayton, Ohio, are manufacturing a new "Auto-Cycle," invented and patented by E. L. LeFevre. The inventor has spent several years in perfecting this machine, and from the description it is the first model of its kind to be placed on the market in this country. The New Era Auto-Cycle has no pedals, wherein it differs from all other machines of American manufacture.

The motor is 3½-h., single cylinder, and is started by means of a crank, same as in starting the motor of an automobile. A two-speed transmission and free engine allow the motor to be started and run while the Auto-Cycle is stationary, and in cases where the motor is not working perfectly and the rider wishes to ascertain the cause, he can do so without mounting (as the rider would be compelled to do with the present motorcycle).

The power is carried from the motor to the rear wheel through the medium of a single ⅝ pitch roller chain ¼ inch wide. A fiber pulley idler is employed to avoid the slapping effect at high speed. On the low gear the power is transmitted through the gears in the transmission case by the chain to the large sprocket on the real wheel, the ratio being 14 to 1. Although the power is transmitted through gears on the low speed, it is frictionless and noiseless, even when the motor is making 2,000 R. P. M. With the high gear (which has a ratio of 4 to 1) the drive is direct by chain to the rear wheel. When the high speed clutch is thrown in, the whole transmission practically becomes one single unit; the clutch case, gears and front sprocket revolve together at the same speed, but with the gears stationary. The gears revolve around the motor shaft with the case (but not on their own axes).



NEW ERA AUTO-CYCLE.

The transmission on the New Era is connected by two levers placed on the foot board and operated by the feet. The advantage is that the rider is never compelled to take his hands from the handle-bars at critical moments. The brake is also operated by the feet by means of a lever placed on the foot board, and placed on this same foot board there is a button in close proximity to the rider's heel, which will cut out the muffler. In applying the brake of the New Era Auto-Cycle the motor is disconnected from the drive wheel automatically. The advantage of this is, one movement of the foot does the work.

The carbureter and spark are operated from the grips ot the handle-bars. The right grip controls the spark, and the left the carbureter. The right grip also raises the exhaust valve when rotated to the extreme left. The Auto-Cycle is fitted with a support or stand to be used in holding the machine in an upright position when it is not in use or to hold it up while repairing a tire. The rear wheel may be taken from the frame without disturbing the stand. The mud guards are made from heavy sheet steel, the center part being raised to produce a corrugation, which aids very materially to their strength. They are 3½ inches wide.

Of the many features combined in the Auto-Cycle the seat is one of the best. Being a form seat, it is anatomically correct in its principle. It is made from sheet steel pressed into shape, and with a comfortable cushion, renders saddle soreness or saddle fatigue entirely unknown to the rider of the New Era. The seat is supported by three coiled springs which take up such heavier shocks as the 2½ inch tires fail to absorb. The form seat is located on the frame between the two wheels, and the wheel base is sixty inches, thus affording luxurious riding.

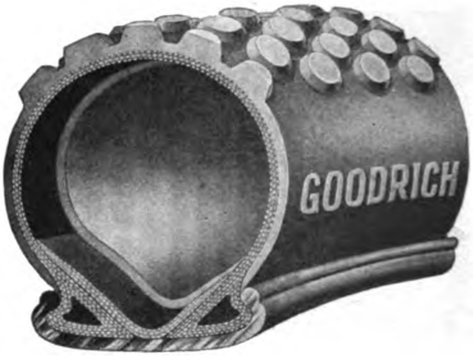
The New Era two-speed gear allows the rider to take any and all hills, no matter how rough or steep, and in case he is compelled to dismount on any part of a steep hill, he may do so, remount when he desires, and make the top of the hill without any additional labor on his part. The two-speed gear also allows the high gear ratios to be almost 50 per cent. higher than on the pedal-push motorcycle, allowing the motor to run slower. The slow speed of the motor also materially increases its life.

With a high gear the consumption of gasoline will be much less than in the ordinary motorcycle. When only one speed is employed the back geared ratio is almost 50 per cent. lower in some cases. The New Era can be run as slow as four miles an hour on the low gear and up to sixty an hour on the high gear. The workmanship is of the best, by skilled mechanics who have been in the business of building motorcycles for several years The machine is highly finished in piano black and is of pleasing design. It runs smoothly and quietly.

THE JOHN R. KEIM MILLS (Inc.), Buffalo, N. Y., have entered the motorcycle field in a limited way. This concern manufactures crank hangers, fork sides and crowns for the trade, and has facilities for forming anything in the tubular line that is required. It also has presses for drawing all sorts of shapes, cylinders, etc.

THE GOODRICH TIRES FOR 1909

[illegible] TREAD.



BAILEY TREAD.

G[illegible] r 1909 are described in an [illegible] the presses, which will be [illegible] Company from the Akron, [illegible] write for it. All Goodrich 1909 [illegible] diameter will be of the molded type, [illegible] in their automobile tires.

[illegible] improvements announced is the [illegible] fabric, to replace the open fabric [illegible] process of treating this fabric that will [illegible] tire construction to a marked de-[illegible] process consists of is not divulged; [illegible] but great things are promised of tires built up on fabric so treated. It will largely overcome the trouble of blow-outs, which exists to some extent in all tires. The value of the treatment is intimated by this statement of the Goodrich company: "We consider it the most important improvement ever made in tire construction."

From inside to outside the new tire will be built with the idea of obtaining strength without clumsiness or undue stiffness. It will combine softness and flexibility with extreme toughness. The clincher head is re-inforced to insure against rim-cutting and breaking away. A corrugated tread will be supplied on the regular tire, and the Bailey "Won't Slip" construction will also be furnished at a slight additional cost.

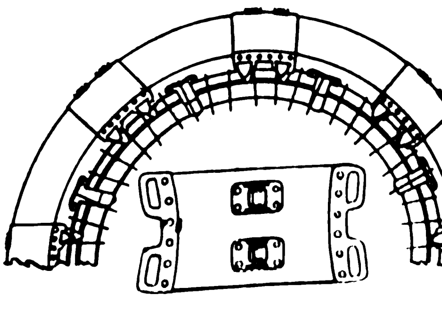
I[illegible] Eclipse Machine Company makes its debut [illegible] pages with a full page announcement [illegible] Eclipse motorcycle coaster brake. Up to the [illegible] few sample brakes have been placed in the [illegible] the more prominent motorcycle manufac-[illegible] was one of these, by the way, that was fitted to [illegible] Wagner which George V. Lyons rode in the recent Amer-[illegible] contest from New York to Poughkeepsie and back [illegible] was the first man to finish this run. These [illegible] now ready, however, and information may be had [illegible] the Eclipse Machine Company at Elmira, N. Y.

GEORGE W. WELLS, agent for the Royal in Washington, D. C., received a shipment of the machines the latter part of October. Mr. Wells rode one of the new models in the races at Brightwood recently, and in spite of the fact that he used a stock machine, he captured second place in two events.

AN order has just been received from Japan by the Reliance Motorcycle Company of Owego, N. Y., to send as early as possible thirty-one 2-h. motorcycles to Yokohama.

NEW DETACHABLE NON-SKID BAND

ROAD surfaces at this time of the year tend to play switch-back with the unprepared motorcyclist who may perhaps be forced to ride in the early morning, when the wet roads are frozen, or return over the same roads after they have been thawed out by the sun into treacherous mudholes. In the particular device described herewith, certain advantages are embodied which render it suitable for any weather. The roads in your locality may be first class at the present time, but a heavy shower may render them dangerously muddy, so that a form of antiskid which may be quickly attached and detached will be eagerly welcomed.



The N. S. U. Motor Company, 206 West Seventy-sixth street, New York City, have a suitable device of the above kind, which consists of eight pairs of hooks fastened at regular intervals to the rear wheel, thus becoming a permanent fixture. For each pair of hooks a leather band about three and one-half inches wide is provided, which is easily placed in position if the tire is slightly deflated. Then, when the tire is pumped hard again they are securely held in place and will not slip or chafe the rim. The bands are provided in the center with square metal plates having rectangular projections which grip into slippery surfaces marvelously. The result is that safety on greasy or muddy roads is assured, while the danger of slipping on block or stone pavement is minimized.

These non-skids need only be used in cases of emergency, and are very practical for that exact reason, as they are quickly removed, and, moreover, do not interfere to any extent with the resiliency of the tire or detract from the power of the engine. Provided the rims and clearance space will admit it, the non-skids can be attached to any machine, and when not in use can be detached and stowed away in any convenient place. A special bag or carrier is provided for those who might care to have one. That they will be extremely economical in the long run is proven by the fact that not only can one band be replaced at a time, but also the studs may be renewed when worn.

To the Dealer

Excelsior Auto-Cycles

Have Been Tested in the Crucible of Hard Practical Service and Found

GOOD

Every Excelsior Owner is a satisfied owner and every Excelsior Dealer has expressed his appreciation of honest goods and fair treatment.

Excelsior Auto-Cycles

will be sold by established dealers only; no curbstone salesmen and no cut prices.

Write us for 1909 proposition and if your territory has not already been allotted, we will interest you.

Write today, good locations are being rapidly closed up.

Excelsior Supply Company

ESTABLISHED 1876

233-235-237 Randolph St., Chicago, Illinois

[illegible] Greyhound. [illegible] shock absorber, [illegible] rim as [illegible] advantages [illegible] Greyhound has many [illegible] Company has been [illegible] largely increased [illegible] selling force and has de[illegible] the coming season. The [illegible] contained in their adver[illegible] issue of MOTORCYCLE ILLUS[illegible] and also in this issue. The agents would do well to [illegible] The shock absorber is a [illegible] motorcycles will want to know all about it.

IN this issue the Standard Foundry Company of Racine, Wis., make an announcement. This concern makes a specialty of high grade iron and brass castings, and points with a great deal of pride to the one-piece cylinder castings which it makes for the Harley-Davidson Motor Company. The plant at Racine is equipped with up-to-date machinery and apparatus, and its facilities for turning out work promptly are of the

A WOOD rim for motorcycle wheels has been perfected by the American Wood Rim Company of Onaway, Mich., and is now being manufactured to carry the G & J single clinch tire. The new rim consists of a very strong and carefully made wood rim, to which is attached either an aluminum or steel lining which holds a single clinch tire perfectly. This makes the rim considerably lighter than a steel one, and also gives it greater strength and resiliency. Incidentally, the nicely finished wood adds greatly to the appearance of the machine on which this style of rim is used.

The aluminum lined rim is, of course, somewhat lighter than one lined with steel, but on account of the marked difference in the cost of the two metals, the aluminum lined rim is considerably the more expensive of the two. The steel linings are coated with bicycle enamel, carefully baked on, and thus perfectly protected from rust. A pair of the new wood rims have been tested out on a machine over the rough Michigan roads all last summer and have given great satisfaction to the makers.

ALL the fixtures, stock, etc., of the business of George P. Pieper, Brooklyn, N. Y., were sold at public auction on Saturday, November 14. Pieper will shortly move West, where he will design and build motorcycle engines.

MOTORCYCLE MART—IT SELLS THE STUFF

Buy. Sell; Exchange. Two Cents a Word. Cash With Copy

FASTEST INDIAN MOTORCYCLE in New Jersey for sale at a bargain, 1908 model, mechanical valves, 5-h. twin, with two extra tool bags, searchlight, generator, horn, clock, Brooks saddle, [illegible] stand, new 2½ inch rear tire, two sets of gears, driven less than 500 miles. Brush-McLaren Motor Co., Newark, N. J.

$65 TAKES IT. Exceptionally good 1906 Indian, special battery case, [illegible] tool box, extra drive chains and links for same, extra [illegible] valve spring, large brass horn and other small [illegible]. Photos supplied. Alex Henderson, Box 305, [illegible], Pa.

MOTORCYCLISTS. We have something that you need and will [illegible] you know about it. Send for particulars. MOTORCYCLE SPECIALTY COMPANY, 258B Columbus Ave., Boston, Mass. T. F.

FOR SALE—One pair leather leggins, one Solar lamp, one motorcycle horn. $4 takes the outfit. Address M. K. Van [illegible]ville, N. Y.

1908 [illegible] MODEL, in first class condition. $250. One sidecar, $50. E. H. Alexander, Lexington, Ky.

FOR SALE—M. M. TWIN, in excellent condition, $175. Address P. Vanhorne, 318 Morris Ave., Elizabeth, N. J.

1908 M. M. SPECIAL, ridden 500 miles, extra belt, in fine order. Theo. F. Byxbee, 11 Madison St., S. Norwalk, Conn.

HEATH'S CHALLENGE BELTS—Auto or motorcycle; "V" or flat; any size or length; pliable as a string, grips like steel, non-slipping. State your needs, will send folder and price. Carried in stock by Thiem Manufacturing Company, Minneapolis, Minn.; the Auto Goods Company, Denver, Col.; Central City Rubber Company, Syracuse, N. Y.; C. L. Smith, Los Angeles, Cal. Manufactured by Heath, 288 Columbus avenue, Boston, Mass. Also New England distributors for Thiem motorcycles. Agents wanted.

FOR SALE OR EXCHANGE.—R-S motor tandem, 3½-h., Bailey tread tires, in first-class condition; in every way a very fine machine. Immediate deliveries of all the famous R-S models, second hand machines taken in part payment. Marsh motorcycle, a bargain at $45. John H. Hull, Mt. Hope, Lancaster Co., Pa.

NO MOTORCYCLIST
[illegible] another saddle after he has tried a
MESINGER 1909 fitted with SHOCK ABSORBER
[illegible] MESINGER MANUFACTURING CO.
[illegible] FIRST AVENUE NEW YORK

A FIVE YEAR GUARANTEE
On all PFANSTIEHL MOTORCYCLE COILS
The leading coil. Standard equipment with discriminating Manufacturers, Reasonable prices
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PFANSTIEHL ELECTRICAL LABORATORY, North Chicago, Ill.

We want TOURS, STORIES, EXPERIENCES; Motorcycle, of Course
We Pay for Good Ones

Did you ever see the
Harley-Davidson One Piece Cylinder?
Well, We Make Them!
Let us figure on your iron castings. We are making a specialty of motorcycle cylinders.
STANDARD FOUNDRY CO., Racine, Wis.

Advertise your second hand machines in the
MOTORCYCLE MART
It Sells the Stuff. Two Cents a word

C. O. T. Gum Gum. Ask your dealer how nicely it repairs digouts in your auto shoe. For sale by jobbers. CHAS. O. TINGLEY & CO., Rahway, N. J.

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THE MOTOR CYCLE 1d
The British Motor Cycle
NEWSPAPER
American subscription rate, $2.50 per annum
"The Motor Cycle," 20 Tudor St., London, E. C.

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ISSUES
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PARTICULAR IMPORTANCE

The Biggest and Best Advertising Blow
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JANUARY and FEBRUARY

Because: IT'S THE RIGHT TIME
IT'S ALSO SHOW TIME

Just About Then The
RIDER IS MAKING UP HIS MIND
about
THE 1909 MOUNT

Jan. 1st: New York Show Forecast
Jan. 15th: New York Show Report
Feb. 1st: Chicago Show Forecast
Feb. 15th: Chicago Show Report

All these Issues will be sold at the
Shows and will be

Spread Broadcast Everywhere

BOOK SPACE NOW

Motorcycle Publishing Company
299 Broadway New York

Our Two January and
Our Two February ISSUES Will Afford a FINE
OPPORTUNITY For
TELLING PUBLICITY
They Will Be Planned on a Large and Interesting Scale

The Best Moulded Type

MOTORCYCLE TIRE

All manufacturers, dealers and riders who have seen this tire say it's the best Motorcycle Tire ever manufactured. And it's proven so in actual service.

G & J Tire Co.
INDIANAPOLIS, IND.

Branches In Principal Cities Dealers Everywhere

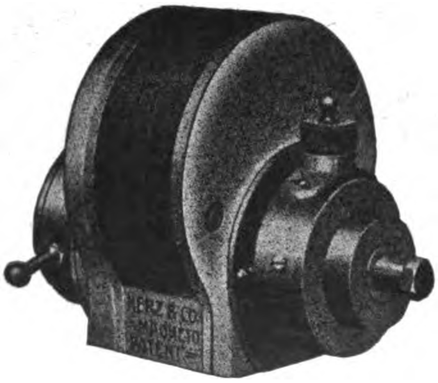
DON'T BUY MAGNETOS UNTIL YOU SEE THE HERZ MAGNETO

Platinum Contacts

No Pole Pieces

The Finest Styrian Magnet Steel Used

Best Possible Workmanship



All Parts Absolutely Interchangeable

Two Motorcycle Types
3 h.p. and 4 h.p.
1 Cylinder

Two Types 2 Cylinder up to 6 h.p.

Weight 4 to 5 pounds

The Only ABSOLUTELY Reliable Magneto — Buy the Best at the Same Price

SMALLEST, LIGHTEST AND MOST EFFECTIVE MAGNETO EVER MADE

20 Points of Superiority Over All Others

HERZ & CO., CIVIL ENGINEERS
PARIS 203-205 LAFAYETTE ST., NEW YORK VIENNA
WRITE US TODAY

We Have Increased our Line for 1909

...WE NOW HAVE THE...

M.M. Road Model	3 H.P.	Battery Ignition
M.M. Special	3½ "	Battery Ignition
M.M. Special	3½ "	Magneto Ignition
M.M. Twin	6 "	Battery Ignition
M.M. Twin	7 "	Magneto Ignition

The Original and Excellent features on the M.M.'s are causing many riders, old and new, to decide on the M.M.'s for 1909

OUR LINE BRINGS YOU THE PROFITS—GET THE SELLING RIGHTS

AMERICAN MOTOR COMPANY, Brockton, Mass.

We shall Exhibit at the Boston Auto Show, spaces 338, 339, 348 and 349
At the Chicago Show, - - - - - spaces 138 and 139
Madison Square Garden Show, New York, space 535

Factory Representative:
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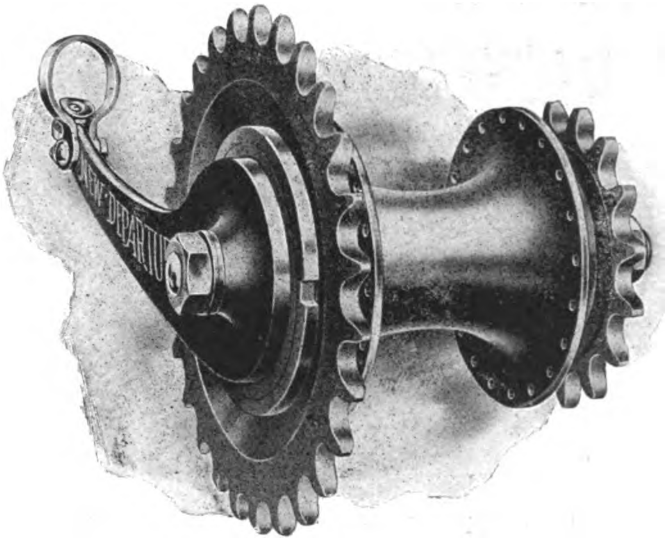
Pacific Coast Distributor:
Mr. LINCOLN HOLLAND, 1034 S. Main St., LOS ANGELES, CALIF.



Model BB for Chain Drive

NEW DEPARTURE COASTER BRAKE

For Bicycles and Motorcycles

This is the make so many motorcycle riders are talking about—the make that is reliable every time. Perhaps you are having brake trouble. If so, investigate the New Departure.

The New Departure Manufacturing Co., Bristol, Conn.

CORBIN

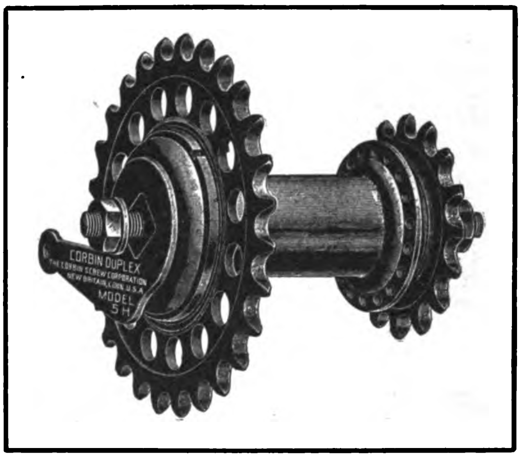
The Coaster Brake that earned the right to lead, not by words but by deeds, and many of them.

Whether applied to

Bicycles or Motorcycles

it has proven uniformly satisfactory.

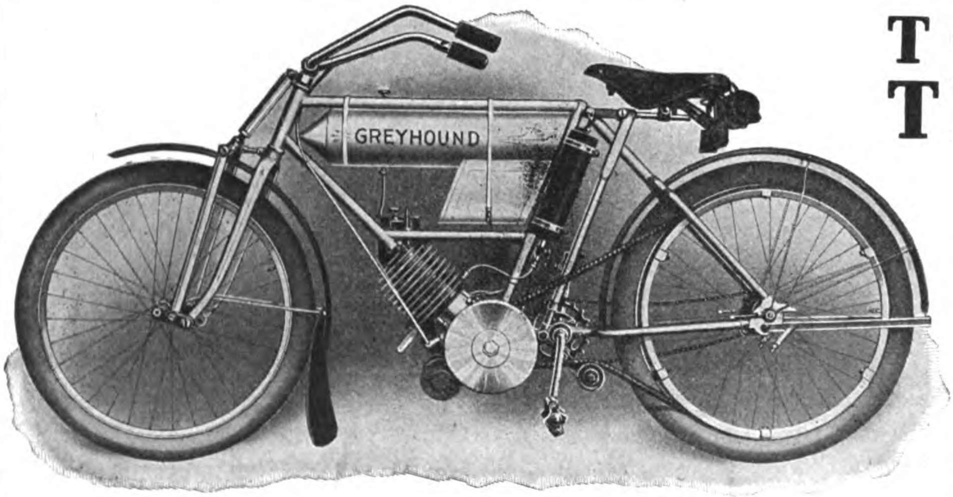
Every one knows that the name Corbin is but another term for quality.



CORBIN MOTORCYCLE COASTER BRAKE

We are ready to talk 1909 Business

Corbin Screw Corporation, **HIGH ST., NEW BRITAIN, CONN.**



TO THE TRADE

We want to announce our complete readiness to deal with all matters touching agency relations for 1909.

Our reorganized Sales Department is fully equipped with literature, detail information, etc., and inquiries will get immediate reply of no uncertain sound.

Never before have we made a model so clean-cut, so simple, so comfortable or so easily salable as the GREYHOUND for 1909.

Don't forget the army of old bicycle riders who have got out of the habit and who will welcome the wheel with power provided it is perfectly easy and simple to control and operate.

CORRESPOND WITH US AND SEE WHAT PROGRESS HAS BEEN MADE BY THE OLDEST AMERICAN MAKERS OF MOTORCYCLES

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Why tinker with your old Carbureter when you can ride away from trouble with a Breeze?

ONE HALF ACTUAL SIZE

Weighs 14 Ounces
Costs Only Ten Dollars
Durable — Light — Strong
Does the Work Well
Handsome Appearance

Economical,
We are showing 80 to 95 miles per gallon under road conditions.

The BREEZE MOTORCYCLE CARBURETER

Is not a made-over auto or boat design, but is built particularly for motorcycles.

If interested in carbureters for any purpose drop us a line—we will help you gladly.

Agents and jobbers, write us regarding your local business.

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Ask your dealer for a Motorcycle Breeze Carbureter—if he hasn't got what you want—write us direct.

Send 10c. for our text-book, "Carbureters and Engine Troubles"—gives assistance in terse language.

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Convincing Evidence of Good Tire Service

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9 out of 20 machines starting were equipped with **Morgan & Wright Tires.**
6 out of the 11 riders to finish with perfect scores rode **Morgan & Wright Tires.** Two of them covered the entire 1250 miles without even a puncture.

Chicago — Kokomo Endurance Contest—

11 out of 20 starters rode on **Morgan & Wright Tires.**
6 out of 7 perfect scores were made on **Morgan & Wright Tires.**
One puncture was the sum total of all the tire trouble experienced by riders using **Morgan & Wright Tires.**

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Fred Huyck broke the mile records, standing and flying start, and rode 61 1-5 miles in 60 minutes capturing every existing amateur record from 7 to 61 miles, inclusive, on **Morgan & Wright Tires.** The record itself proves the absence of tire trouble.

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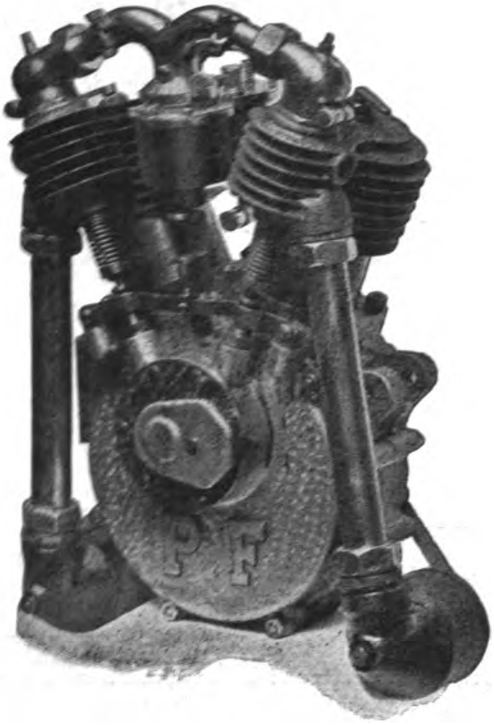
Walter Goerke won first, second and third places in the one, five and ten mile runs on **Morgan & Wright Tires.** Absolutely no tire trouble.

Will They Be On Your Machine Next Year?

MORGAN & WRIGHT, DETROIT

Peugeot
"Fastest Motor in the World"



**5 H. P. Two Cylinder
60 Mile an Hour Peugeot Motor**

Why worry about motor construction? Give your attention to building the bicycle—build it right and equip with PEUGEOT, the fastest motor in the World.

We have them in stock and want to figure with you on your 1909 requirements.

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Motorcycles

BELT AND CHAIN DRIVE

Merkel-Light Motor Co.
POTTSTOWN, PA.

N. NATIONAL ENDURANCE CONTEST
1908

Stop and Think What Curtiss Roller Bearings Mean...

NO MORE WORN BUSHINGS
30% LESS FRICTION
GREATER POWER

Add to this:
That long wheel base.
That trussed frame construction.
That V Belt Transmission.

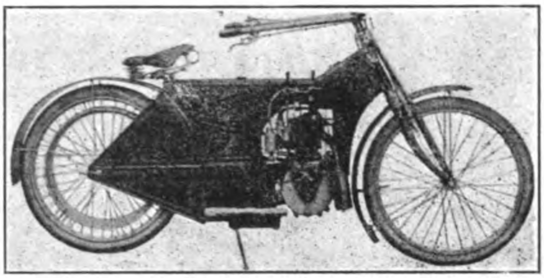
And engines of the greatest power and speed.

"Makes an ideal outfit, doesn't it."

If you knew all about them you'd order one to-day.

G. H. CURTISS MFG. CO.
Hammondsport, N. Y.
Manufacturers World's Record Motorcycles

Gold Medal, Highest Award, 1000 points, won by a Curtiss Double Cylinder Motorcycle in both Trade and Private Owners classes of 1908 F. A. M. Endurance Run.



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The Most Comfortable Motorcycle
Ever Produced. Built Like a Car

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When It Comes to the Private Owner Events
the HARLEY-DAVIDSON Wins

The showing made by Mr. Delevan in Aurora is only in keeping with the **Harley-Davidson** reputation.

The **only** Diamond Medal awarded in the 1908
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HARLEY-DAVIDSON

Don't wait until it is too late to see about the Agency

HARLEY-DAVIDSON MOTOR CO.
MILWAUKEE, WISCONSIN

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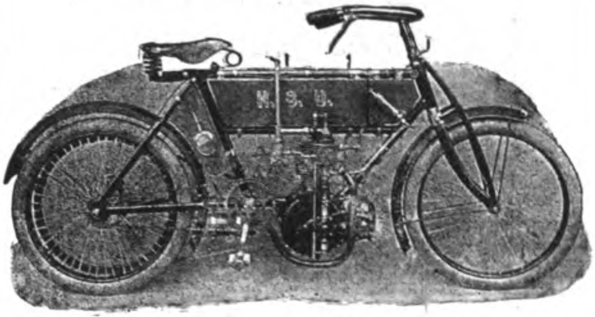
Upon your mind too strongly the
absolute and wonderful simplicity
of the now World Famous

NSU

MOTORCYCLES



SINGLE CYLINDER TOURING MODEL

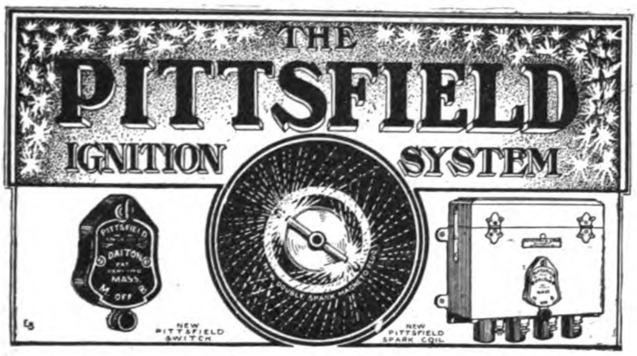
You may be an experienced mechanic, and if you purchase an N. S. U., you will marvel at the wonderful workmanship, strength and balance entailed.

You may be an absolute novice, not knowing the difference between the spark plug and the muffler, yet, when you reel off your first 50 miles or so on your N. S. U., you also marvel—it's so simple, so easy, so comfortable; and at the season's end the motorcycle is still running just as perfectly as it was 3000 miles ago — and that's just the point —

YOU DON'T HAVE TO BUY A NEW
MACHINE EVERY YEAR IF IT'S AN
N. S. U.
THERE'S A REASON

AGENCIES ARE NOW BEING PLACED

N. S. U. MOTOR COMPANY
206 W. 76th Street, New York City



BEST FOR MOTORCYCLES

Superior propelling power. *Does not drag* but *drives* car, motorcycle, boat or machinery. Explodes the charges of all gas, gasoline and alcohol engines. Invariably reliable and automatically positive. Sure in all the functions of the different elements.

Pittsfield apparatus operates with unfailing certainty, meeting every demand, no matter how exacting or severe. Supplies with inevitable regularity the fierce, hot sparks that give a reliable and absolutely controllable force from the slowest to the swiftest speed.

The New
Pittsfield Magneto Plug

The New Pittsfield Magneto Plug is a triumph of inventive genius. The two spark gaps lie in the same plane, which is at right angles to the axis of the plug, so that both sparks fire straight out into the mixture. In make-up it is beyond criticism, both electrically and mechanically: the insulation is practically *solid mica* and impenetrable to the highest tensions of to-day.

The Pittsfield Spark Coil

The Pittsfield Spark Coil is the synonym of all that is ideal. Designed by a celebrated expert, constructed by experienced mechanics under the most exacting supervision, it has forced its way to the very front rank in every branch of motor work.

The Pittsfield Switch

The Pittsfield Switch is not approached by any other device of its kind for absolute dependability under any and all conditions of service.

Utterly impossible to short circuit batteries through this switch through any combination of switch position and plug.

With plug removed the lever may be left or put on battery terminal with perfect impunity, as the circuit is wide open and must remain so until the plug is replaced. At the same time the magneto circuit is positively closed, making it inoperative and useless while plug is out.

The products of the Pittsfield Spark Coil Co. are made for hard, exacting, long-continued service and with the purpose of earning a reputation as the very best apparatus of their kind anywhere.

Full information on request.

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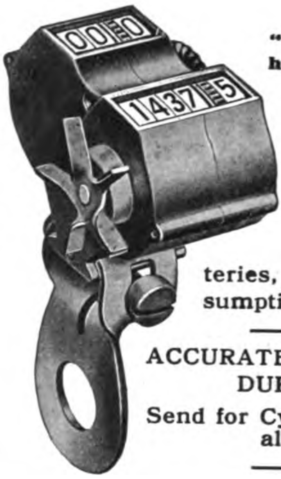
DALTON, MASS.

New York Sporting Goods Company, 17 Warren Street
New York Distributors

Veeder
TRIP CYCLOMETER
FOR MOTORCYCLES

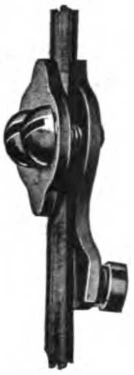


"It's nice to know how far you go."

It also tells just what you ought to know regarding tires, batteries, gasoline consumption, etc.

ACCURATE, RELIABLE
DURABLE

Send for Cyclometer Catalogue



Motorcycle Striker
25 Cents Extra

Price, each $2.00

The Veeder Mfg. Co.,
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Manufacturers of Cyclometers, Odometers, Tachometers, Tachodometer Counters and Fine Castings

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EVERY SPARE PART
of Curtiss, Indian, Thor and R-S
MOTORCYCLES

Also: Every accessory manufactured for the use of the Motorcyclist. Also: that we give Particular and Prompt Attention to MAIL ORDERS

TIGER CYCLE WORKS CO.
782 EIGHTH AVENUE NEW YORK CITY

DISTRIBUTORS OF

"CURTISS"
MOTORCYCLES

20 SECOND-HAND MACHINES
ALL MAKES, FOR SALE

(F. A. M. Official Repair Shop of the First Class)

Price $15.00 and $20.00
The Bullard Speedometers

The Motorcyclist's Favorite

Small, Light, Compact
Easily Read

THOROUGHLY RELIABLE

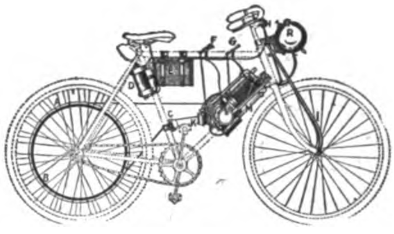
Attached to handle bar—directly before rider.

Operated by flexible shaft and gear.

Nickeled. Weight 10 ounces, 2¼ inch dial. Send for Pamphlet
Bullard Specialty Co., 125 Hawley St., Springfield, Mass.

Convert your Bicycle into a Motorcycle

Clement Motor 1¼ H. P.



For $65

Our Motorcycle Equipment, consisting of everything complete to convert any bicycle into a motorcycle, price, **$65.00**

We guarantee these Motors for one year against any defect in workmanship or materials.

Weight 20 lbs. Speed 30 Miles Per Hour.

Motor Complete with Carburetor and Muffler, $35

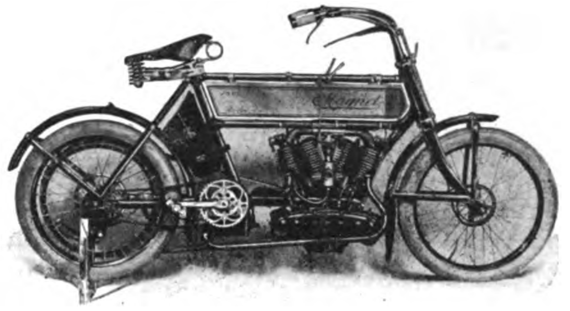
Write for Catalogue Today Immediate Deliveries

CLEMENT MOTOR EQUIPMENT CO.
1900 BROADWAY, Cor. 63d Street, NEW YORK CITY

MAGNET TWIN—5½ H.P.

With Two Magnetos

Built Four Years Without Any Change



We Guarantee to Replace Any Part During Forty-eight Hours

Don't Place Your Order

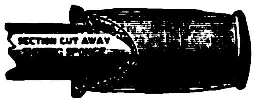
until you have inspected our new catalogue which will be off the press in a few weeks. It describes the '09 Magnet Special; that means the famous German motorcycle, now improved and adapted specially for American roads.

MAGNET MOTOR CO., 502 Michigan Avenue
CHICAGO, ILL.

To the Buyer of a 1908 Motorcycle

To make Riding Comfortable

YOU MUST USE



Mattson's Sponge Rubber Grips

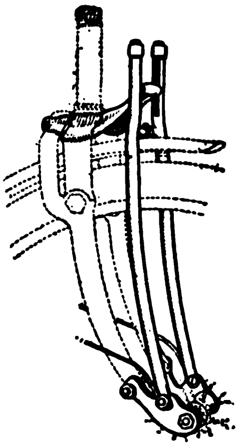
If not regularly furnished on your new mount, specify them when ordering and get them without extra charge

INSIST ON HAVING THEM

No other Grip can take their place to avoid "THAT NUMB FEELING" in hands and wrists

All up-to date manufacturers are using them. Leading jobbers everywhere carry full line

MATTSON RUBBER COMPANY :: LODI, N. J.



SAGER
Cushion Fork

Easily attached to any Motorcycle

Absolutely essential for comfort

Absorbs all shocks, jolts and vibration

J. Harry Sager, ROCHESTER, N. Y.
265 South Avenue

FOUR YEARS BEFORE

any other American manufacturer

Armac Introduced

and equipped their Motorcycles with the

28° V Belting

We are still using the same Belt

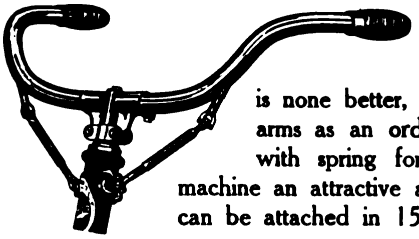
WHY?

Because it is the only perfect transmission for a Motorcycle. *"The Belt that requires no Idler."* Transmission, combined with the many other talking and selling features, makes the Armac Agency most desirable, for a demonstration of Armac's Power, Quiet, Comfortable Riding Qualities is all that is required to get Repeat Orders.

Our New Catalog awaits your request.

ARMAC MOTOR CO., CHICAGO, ILL.

C. A. Spring Handle Bar



As a shock absorber there is none better, doesn't jolt the arms as an ordinary rigid bar with spring forks, gives your machine an attractive appearance and can be attached in 15 minutes.

Write for further particulars

The C. A. Spring Handle Bar Co.
332 7TH AVE., NEW YORK

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GIVE
LONG
LIFE
and
SAFETY

— THEN USE THE FAMOUS

Shamrock Excelsior

Rubber Studded Tire — WHY?

Complete immunity from side-slip, therefore safety and comfort.

The Studs are a considerable addition to the thickness of the tread, which means more durability and protection from punctures.

They form one part with the Tire and cannot pull out, and on account of their great resiliency will not slow the machine.

Then remember the **S. G. Rubber Belt**
—They are also the Best

N. S. U. Motor Co., 206 W. 76th St., **New York City**

Motorcycles and Supplies

**Indian Motorcycles and Tri-Cars,
B. and C. Two-Speed Gear**

Complete stock Indian and Thor parts

Second Hand Machines, $50.00 up

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Manufacturers of Motorcycle Accessories may profit by use of Whipple's List of

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comprising the correct names and addresses of more than 2,100 persons, all Owners or Prospective Purchasers of Motorcycles and Accessories.
Many Dealers included in the List

Motorcyclists, send for our Price List of motorcycles, new and Second Hand — also of Sundries and Accessories

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You Need the Valuable Little Book Entitled

Construction, Management and Care of Motorcycles

Packed with Practical Information and Helpful Hints

25 CENTS

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MOTORCYCLE PUBLISHING CO., 299 Broadway, New York

**SPLITDORF
Motorcycle Plug**

An unqualified success for the Motorcycle. The only plug made expressly for this purpose. Adopted by the leading makers of America. Use it and have perfect ignition.

C. F. SPLITDORF Walton Ave. & 138th St. Branch, 1679 Broadway **New York**

Peugeot Wins

The Classic **English Tourist Trophy Race** has been won **three** consecutive seasons by Motorcycles fitted with **Peugeot Motors**, defeating every other prominent make entered in their class.

**SIMPLEX MOTORCYCLES
are fitted with PEUGEOT MOTORS**
"The Fastest in the World"

A limited number of single and double cylinder motors in stock, ready for immediate delivery. Price and particulars upon request.

PROSPECT MOTOR COMPANY
Manufacturers 1900 Broadway, N. Y. C. Importers

Absolutely Clean Hands
RESULT FROM THE USE OF

"WHITENE"

Removes Grease, Rust, Oil Stains, etc., and leaves the Skin Smooth and White

8 oz. can 10c. 32 oz. can, 25c. 5 lb. can, 50c.

If your dealer does not stock Whitene we will send a can on receipt of price

W. R. ROBINSON
Foot Essex Street - - - - Jersey City, N. J.
Telephone, 303 Jersey

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USE PERMANIT

ENDS TROUBLE
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MARK
GIVES COMFORT

Demonstrated before Board of Governors Harrisburg Motor Club with great success.

For Particulars write

Adolf Karl & Co.
239 Washington Street
NEWARK, N. J.

NOV 5 1909

TEN CENTS

MOTORCYCL
ILLUSTRATED

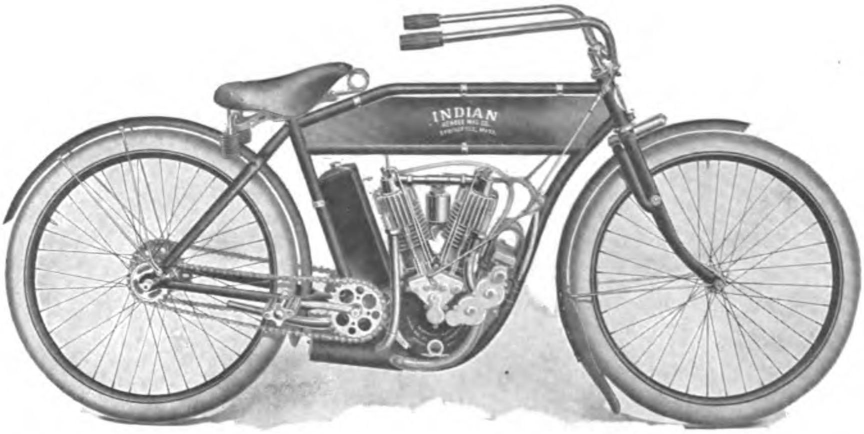
Vol. III December 15, 1908 No. 18
MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

BEST EVER

THE '09 INDIAN

CHAIN DRIVE

BELT DRIVE



5 NEW MODELS. ADVANCED IDEAS IN EVERY DETAIL
HANDSOMER, STRONGER, FASTER THAN EVER

SIZES, MODELS AND POWERS TO SUIT EVERYBODY

GET ADVANCE CATALOGUE No. 4

HENDEE MANUFACTURING CO., SPRINGFIELD MASS.

READING STANDARD MOTOR BICYCLE

AT WASHINGTON, D. C.,---NOV. 26th

THE "R-S" WINS

First in Twenty Mile Race

ridden from start to finish, without change of machines, by an amateur, defeating some of the most noted riders, one a holder of World's records.

But the R-S is not built for speed only:--it is built for universal use and will give you satisfaction every day in the year. The R-S motorcycle contains all the elements of goodness in well balanced proportions. No other good quality has been sacrificed for speed. The R-S rider wears a satisfied smile all the year 'round.

R-S
Reading Standard
Built and Tested in the Mountains

We build no specials and every rider gets the same kind of a machine for his money.

THE 1909 "R-S" LINE WILL BE INTERESTING!

Dealers who desire to buy the best, sell the best and to give to their patrons the most value, should write promptly to the

READING STANDARD COMPANY, READING, PA.

MOTORCYCLE ILLUSTRATED

Vol. III. No. 18 Dec. 15, 1908

PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY

THE STANLEY

NO RADICAL CHANGES IN STANDARD MODELS. MANY MINOR IMPROVEMENTS AND REFINEMENTS. A FEW SO-CALLED FREAKS ON VIEW. GRAND TOTAL: 192 MACHINES

NEARLY two hundred, the total lacking just eight of this number, exclusive motorcycle exhibits were displayed at the Stanley Show, opened by Sir Albert Rollit on Friday, November 20, at the London Agricultural Hall. Again English and American history repeats. This year's number of exhibitors was larger than ever before, and was increased by several of the famous old bicycle makers—Humber, for instance—who have gone in for the manufacture of motorcycles, just as we have seen concerns here do—as, the Reading-Standard Company, and recently, the Pierce Cycle Company.

Minor, not drastic improvement, was the keynote of the whole Stanley Show. While there were a few radical changes, most of them can be classed as "freaks" pure and simple, and as such not likely to attain any very great degree of popularity with the slow-going, fixed-minded British public—unless, of course, some one or more of them should show such marked superiority that it could be forced ahead against all prejudice. Standard models were "the thing" and the visitors at the many booths showed a more lively interest in the little details than in the big, radical changes.

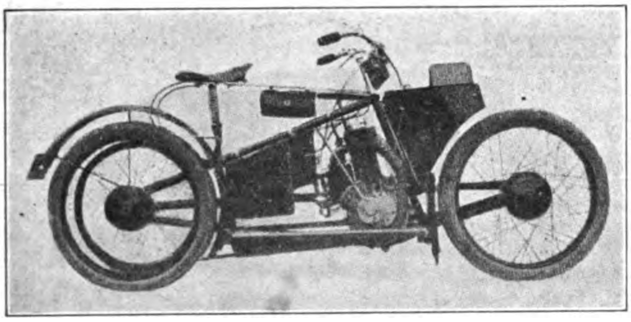
The design of the usual touring road models has settled down, in England, to a standard type. Nearly every manufacturer has put on handle bar control, magneto ignition, spring forks, stands, and luggage carriers. Frames have been lowered, saddle posts dropped, tank capacities increased, and other minor improvements, in both frame and motor construction, were noticeable.

There was a most noticeable tendency to dispense with pedals and fit in their place a neat pair of footboards on machines of 3-h. and over. The change speed gear is also steadily gaining ground, the live axle rear hub type most certainly predominating. Although other systems hold their ground, they have not advanced at the same rate. The twin cylinder lightweight is certainly increasing in popularity in England, and several new examples were on exhibition, the method of transmission having been greatly improved. There are three types to choose from—twin V, horizontal opposed, and vertical. The single cylinder lightweight remains practically unaltered. For passenger work the powerful twin cylinder machine, with two-speed gear was shown, attached in most cases to a sidecar, although there were a few examples of the aircooled forecar built as a non-convertible machine.

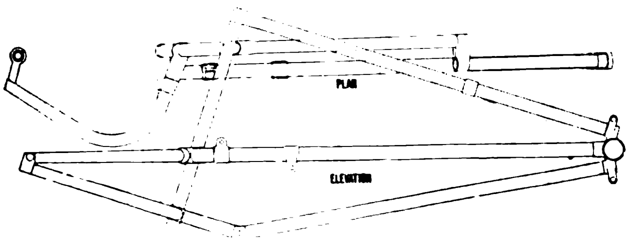
Of the new concerns that have entered the field, Humber Ltd. is without doubt the best known. This firm did build motorcycles a few years ago; but give it up after a time. Their new machine is a thoroughly modernized production, following standard lines for the greater part, but also incorporating many new and novel ideas in its construction. The carrying of the muffler is the most radical thing on the whole machine. This is incorporated in a portion of the forward down tube of the frame. This tube is enlarged, and affords a large expansion space for the exhaust gases. Then the manner of carrying and pumping oil into the engine base is extremely novel.

The one machine that violates all of the older traditions and ideas of motorcycle construction was the James—shown by a new concern, the James Cycle Company. This was partially described in the last issue of MOTORCYCLE ILLUSTRATED, but the illustrations show more in a minute than written description can convey in an hour. The frame of this machine is of special construction, with tubes all on one side of the two wheels. The saddle is suspended on special flat springs, which are attached to the socket tube on the front portion of the frame and to a lug perpendicularly situated below the saddle. The movement of the flat springs is further controlled by coil springs. Short laminated springs are fitted to the front wheel axle. The steering is a patented device, the steering pin being carried in the centre of the hub, the latter revolving over the pin on large diameter ball races. The back wheel hub is similarly constructed, and has a live axle, the belt rim being built up on a separate hub attached to the live axle, and running outside the frame tubes.

The gasoline tank, which is carried in front of the steering head and serves also as a mudguard, has a capacity for 150 miles. The oil tank will hold sufficient lubricating oil for 250 miles. The magneto is situated behind the engine, and driven by a chain enclosed in a case. The engine pulley has a sliding loose flange which provides for a free engine. When fully expanded the belt drops on to a ball bearing. The pulley can, of course, be operated while the rider is seated on the machine, so enabling a start to be made without running alongside. The procedure is to start by a handle from the live axle on the back wheel; the machine being jacked up on the stand. To start, the pulley flange is closed until a low gear of about 6 to 1 is reached. The engine is then started and the pulley flange expanded until the belt drops on to the free engine pulley bearing. The stand is now raised (this is done automatically, the stand being controlled by a spring), the rider then seats himself, and by closing the flange of the expanding pulley the machine is started. The control of the carbureter and ignition is from the handlebar. Pedals are used to operate the brakes and the sliding flange on the pulley.



NEW JAMES MOTORCYCLE.



PLAN AND ELEVATION OF FRAME—THE JAMES.

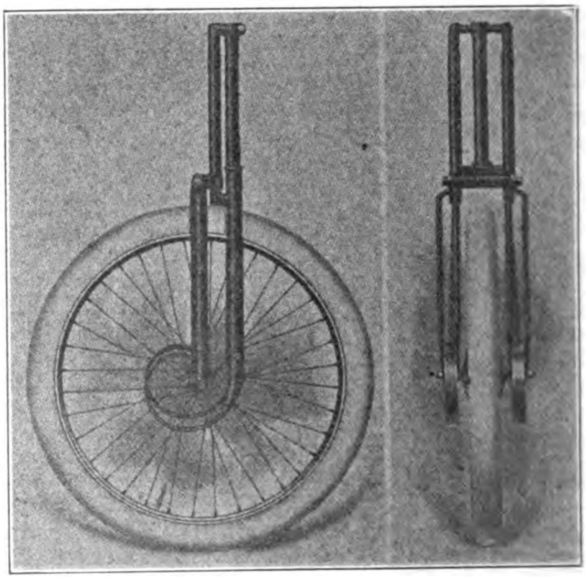
Of the machines that have been imported into this country, and with which American riders are familiar, there were shown the N. S. U., F. N., Minerva, Vindec and Midget Bicars. The latter have been but recently introduced here, and will be exhibited at the shows next month by the Walton Motor Co., of Lynbrook, L. I.

As outlined on another page of this issue—see Trade Department—the N. S. U. exhibit at Agricultural Hall was very comprehensive. All of the standard models were shown, also the new 3-h. twin cylinder lightweight. This machine was made much of and the N. S. U. sidecar shown received the highest kind of praise from British critics. It has a two-speed gear and free-engine, operated by one lever. The frame is sprung in front, the engine cooled by a fan, and almost every recent improvement is embodied in the construction of the machine.

The star attraction at the F. N. booth was, of course, the new 2¼-h. lightweight. Using the curved stamped cradle, which is a feature of the F. N. model, a 2¼-h. engine is placed transversely in the frame. This engine has an outside flywheel, and a small gear box is situated immediately behind it. In the box are a set of pinions which provide for two speeds. To change gear, one lever is used to withdraw the clutch and change the gear, and the gear cannot be changed without the clutch being first withdrawn. A special feature of the machine is that the whole of the transmission and clutch mechanism has been designed on motor car lines; that is to say, there is a universal joint at each end of the propeller shaft and also between the clutch and the gear box. The cone clutch is withdrawn by being pushed inwards. When the clutch is engaged the two faces are quite flush, and no dirt or dust can get in to damage the clutch leather. The other F. N. models—the 1¾-h. lightweight belt-driven and the four cylinder gear-driven—are, of course, well represented. A change speed gear for passenger work, fitted to the four cylinder F. N. was also shown. The box containing the gear is fitted between the bevel and the spur gear transmission, and is bolted around the propeller-shaft casing.

As usual, there was an excellent display of Minervas. They are fitted, for 1909, with Bosch high tension magnetos, driven by a patent eccentric transmission. The G. A. carbureter has been improved by the addition of an extra inlet, consisting of a small shutter with several holes near the top of the spray chamber and controlled by a small cover. The old system of controlling the air by means of balls has been continued, but the extra air admission is especially useful at high speeds. The left-hand twisting handle controls the throttle, while the right grip works the spark advance. The throttle is of the piston type. A neat form of cut-out switch is also situated near the offside handlebar. The fibre lined back brake has been considerably strengthened and improved, and this band is now considerably wider than last year. The brake can be controlled either by a pedal situated near the footrests or by back pedaling. When it is desired to wheel the machine backward, a small catch will throw the back pedaling arrangement out of action. The gasoline feed is provided with a neat form of filter. The addition of magneto ignition leaves extra space between the saddle tube and the rear mudguard, so that there is now ample room for a good size tool bag.

Most noticeable at the Vindec stand was the big 7-9h. twin cylinder machine. All the new models are enameled the Vindec gray, lined black and red, with white panels on the tanks. The machines presented a very attractive appearance. Even the saddle springs were colored to match the frame and wheels. All models were shown—3½-h. single cylinder, 5-h. twin cylinder, and 7-9-h. twin cylinder. The position of the carbureter has been slightly altered. It is now fitted midway between the two cylinders. The induction pipe can still be detached, or the inlet valve domes removed with the greatest facility. A new adjustment is provided for the handle bars. In addition to the vertical adjustment, the handle bar is now adjustable radially, so accommodating riders with various ideas as to the most comfortable position for the grips. An ingenious little arrangement to prevent the crank axle revolving is a spring catch which engages between the



SPRING-FORK DESIGN ON THE ROC.

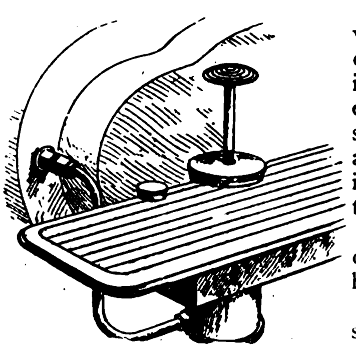
teeth of the sprocket wheel. It allows the bracket axle to be rotated in either direction, yet does not allow the cranks to revolve even if the free-wheel is slightly clogged. Tubular luggage carriers are now fitted to all roadster machines.

Three models of the Midget Bi-car were shown. This machine, it will be remembered, has a specially constructed frame. The three models shown were the 3½-h. single cylinder, 3½-h. single cylinder with two-speed gear, and the 5-h. twin. Two of the models are provided with the J. T. Brown patent adjustable pulley. The two improvements for next year are a stand, which is neatly carried underneath the footrests, while the footrests themselves are suspended on springs. The back brake is also made adjustable. The Ruthardt magneto is now fitted to these machines.

MANY CLEVER DETAIL IMPROVEMENTS

By B. H. DAVIES

Though my brain is reeling with staring at about a thousand detail improvements incorporated in nearly two hundred different motorcycles, I have not seen a single really big novelty likely to become standard. The English trade has simply taken its old 1908 stock, and spilt a little gray cerebral matter on it; and no one is grumbling, for dozens of English riders with big bank accounts are saying their old 1908 jigger does all the work they want out of it, and does it well. The following is a close specification of the standard type:—



OIL TANK AND PUMP ON FOOTBOARD—THE HUMBER.

Engine: 3½-h. m. o. v., with ball bearing crankshaft, set in cradle in front of bottom bracket, heavy flywheels, just sufficient overhead clearance to dismount the cylinder without disturbing the crankcase.

Frame: 18 in. or 20 in. diamond, double top rail, horizontal saddle pin.

Forks: Metallic coiled spring, without any lateral motion.

Wheels: 26 in., fitted with 2¼ in. tires.

Brakes: Pedal-operated shoe on inside of bolt-rim; front wheel rim brake, with inverted handle bar lever.

Ignition: High tension magneto, driven by encased gears or chains.

Carbureter: Float-feed spray, with piston or mushroom valve control; levers on handle bar, connected by flexible encased wires.

Tanks: Placed between top tubes of frame; often two gasoline tanks, with separate feed pipes. Oil tank incorporated with gasoline tank, with plunger pump cased inside tank.

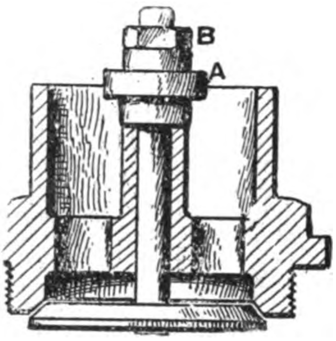
Transmission: Leather or rubber-and-canvas belt, ⅞ in. section, with variable engine pulley, and belt fastener adjustable for length.

Fittings: Carrier, stand, bags, pump, repair outfit, oil cans, and tools included.

Novelties.

The smartest novelty of any mechanical value is the new piston fitted to the Rex and Triumph machines. Instead of three rings near the piston's head, it has one at the top and another at the bottom, both having stepcut ends. The piston thus has a ring to serve as a bearing at each end, slides more truly central, and so reduces wear of the cylinder bore. The idea of the domed head is that any lubricant working up on to the piston head will flow back, and so there will be less carbon deposit form on the piston.

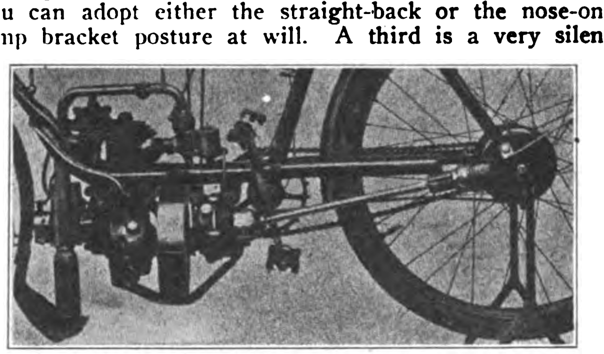
Injections for starting up with a cold and gummy piston usually mean hauling off one's gloves, and unjacking a kerosene gun. Several machines now have a draintrap and spout fitted in the gasoline tank dead over the compression cock, so that if the piston is glued up with cold oil when you want to start, you just open both taps and let the juice flow straight in. The Triumph draintap has no proper cock-handle; but the spout has a ball joint, which acts as an automatic tap. Turn the spout forward, and it is open, and just over the compression cock; turn it back and it is shut. The Quadrant has mushroom inlet valves with flat faces and seatings, copied from the Mercedes cars, and replacing the usual beveled face and seat; the notion is that they keep gas-tight a lot longer. The Roc has miniature Cee springs between the tips of the front forks and the front spindle; deliciously jumpy, but a fine astronomical display is to be expected if they break.



NEW COTTERLESS INLET OF THE VINDEC.

There are two brand new machines from big cycle firms, who have not handled motors for some years. One—the Premier—is a smart up-to-date machine, with nothing odd about it. The other—a Humber—bristles with trifling novelties, the newest of which is a foot oiling apparatus carried on the footrest, the plunger having a return spring, so that you just press hard, when the engine feels dry. But a sideslip would crumple the oil tank out flat, so it will soon be shifted to a safer place.

Huntingdon Wells stages three cute ideas on his Vindecs, the biggest of which now carries a 80 mm. x 98 mm. Peugeot engine of 9-h. One is the inlet valve, which is of the automatic cotterless type. Its shank is screw-threaded, the cup can be adjusted up or down, and a lock-nut keeps it just there. Result, you can tension spring, or alter drop of valve at will, and there is no accursed little pin to fall out and cause trouble in the engine's guts. Another point is a double adjustment steering bar, so that you can adopt either the straight-back or the nose-on-lamp bracket posture at will. A third is a very silent

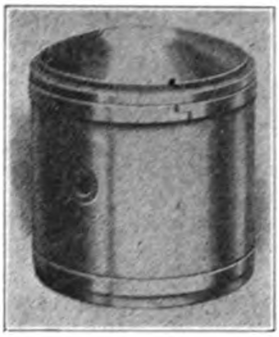


POWER PLANT AND TRANSMISSION OF THE NEW F. N.

muffler—which is the same old exhaust box, except that the part of the tin can which the hot gases hit as they quit the conducting pipe is lined and padded with asbestos card. This kills the ring of the metal, and has a marvelous effect.

Multi-Speed Gears.

There is a pretty general call for variable gears, which even the improvement of variable pulleys does not seem to satisfy. Four types find most favor. The best is the Phelon-Moore, which necessitates the chain drive—a transmission that Britishers detest almost to a man. It consists of a double chain and sprocket gear from the engine to a bottom bracket countershaft; the countershaft sprockets are mounted on expanding clutches, in the form of split bronze rings, expanded by wedge bars; another sprocket conveys the drive to the rear wheel. The defect of this gear is that there is only a single adjustment for the two front chains, viz., a bottom bracket eccentric; but in spite of this the P. M. machines always secures a perfect score in the big endurance trials. A new gear that is booming just now is the Gradua. It consists of an expanding pulley. Most expanding pulleys get sunk on the rocky problem of taking up the belt slack. But with the Gradua gear, the rear wheel is carried in bearings mounted on long slides in the rear fork ends. These slides are pushed in and out by a worm-gear, operated by a hand-wheel and chains, the same hand-wheel also actuating the variable pulley. It sounds clumsy, but is really quite light and tidy, and works uncommonly well. It gives no fewer than 164 different gear ratios, and makes up into a first rate hill climber at a medium weight. The two other popular gears are the Roc—an epicyclic gear fitted to a rear live axle, with bearings carried in the fork ends instead of in the hub, and the Nala, a two-speed hub on the differential bevel principle.



DOMED PISTON HEAD AND DOUBLE RING ARRANGEMENT—TRIUMPH.

Lightweights.

The sensation of the last season in England has been the coming to the front of three machines scaling only 80 pounds apiece, ready for the road, viz., the 1¼h. Motosacoche, the 2-h. Moto-Reve, and the 2¾-h. Douglas. All those three machines are staged with various juvenile crudities carefully eradicated, and they are selling like hot cakes, especially among rider's who live in a levelish country or who are growing less nimble and more portly. But the real gem of the 1909 lightweight class is

"Big Four's" Little Sister,

the 110-pound 2¼-h. F. N. The F. N. Company weren't in a big hurry to produce a lightweight—they just sat on the fence and watched. They noticed that the early lightweights curled up on really serious pimples, from want of a second speed: they noticed the wheels and tires were too light; they noticed that the shoestring belts were forever causing trouble, particularly in rain. So they have evolved a slightly heavier and stronger machine, with the shaft drive which we've all seen on the big four cylinder, and including a gem of a little leather cone clutch, and two-speed sliding gear, affording ratios of 6 and 10 to 1. An admiring crowd stood and gazed at this fascinating little jigger by the hour, and even the famous "Big Four" got rather overlooked for once in its life.

Freaks.

The freak-hunter always finds some game at the Agricultural Hall, and the worst sample this year was the James. It looks odd to see a bicycle with both wheels carried outside the frame, on projecting stub axles, just like the wheels of a four-wheeled automobile, and it is difficult to imagine what idea possessed the designer of this nightmare; his notion probably was to simplify the detachment of the tires. It must be admitted that the machine balances as well as if its wheels were carried inside the frame in the normal way, and he has certainly got hold of a very efficient springing; but whether the public will chuck over the universally accepted type of two-wheeler frame is quite another question. The engine is also unique, as the inlet and exhaust valves are concentric.

A second freak worth notice is an air cooled twin cylinder engine, without any radiating fins, both cylinders being cast dead smooth externally, and japanned a neat black. I had best explain hastily, before I receive the editorial push, that this is a lightweight machine with a two-stroke engine. It is alleged to climb our worst hills without overheating, weighs 105 pounds and develops 2¾-h. It is an uncommonly neat little mount, and if it does half of what is claimed for it, should be worth every penny of its price.

Passenger Machines.

The Show is very naked from the best girl's point of view. The only tricar worth two looks is the 6-h. N. S. U., a thoroughly sound and well tested machine. Apart from this there are only a few sidecars and a freak or two. The best new sidecar is the Mills and Fulford spring wheel, in which a simple up and down suspension, with coiled springs and a ball carrier, is fitted to any type of rigid sidecar. The Batcycle is a freak, and an expensive one, as it is listed at $600. It consists first of all of an ordinary belt driven 6-h. motorcycle. A special sidecar, carrying a differential axle, three-speed gear, and leather cone friction clutch, is then bolted onto the sidecar, and the bolt is removed, the clutch being dogged on to the engine pulley, so as to link it up to the separate transmission carried on the sidecar. Thus we get two machines in one.

SHOW MANAGERS WILL MAKE REBATES

A REBATE will be allowed to all the exhibitors of motorcycles at the Madison Square Garden Show. The amount will, of course, be calculated after the show is over, and checks will be forwarded to the exhibitors on a pro rata basis. In fact, the Association of Licensed Automobile Manufacturers show managers have decided to treat the members of the Motorcycle Manufacturers' Association the same as they do the members of the Motor and Accessory Manufacturers' Association. Some time ago a committee of the Motorcycle Manufacturers' organization called on the show managers, and the present decision is the result of this interview. This is the first practical result which the organization has achieved. It is announced that the managers of the Boston Show will also pay to the motorcycle makers' organization a lump sum, which will be paid into the treasury of the new organization. The show managers have been very broad with the motorcycle folks.

A CALL TO ARMS

STIRRING ADDRESS TO MASSACHUSETTS RIDERS

Fellow Motorcyclists of Massachusetts:

Having resided for some years in New York, one of the states of freedom for the motorcyclist, the writer, returning to the old Bay State, is particularly impressed with the exactions and unreasonable restrictions here and the actual persecution through overzealous members of the police and country constables.

In New York motorcycles were formerly licensed and carried numbers, but conditions were never so oppressive as here, and probably never have been in any other state. This has operated to restrain motorcycling, to drive people out of it who had already taken it up and to keep out many who would like to ride if the conditions were different.

Having been on the ground when the F. A. M. made its great fight in New York and succeeded in getting motorcycles entirely excluded from the Bailey motor vehicle law of 1904, the writer recognizes the great need and the opportune moment for making a fight in this state to secure modified conditions in our laws.

The situation is this: Shall we motorcyclists stand idle and allow the present conditions to continue, or shall we rise together in a body and make a fight to have them improved? It is up to us as a body; it is up to you as individuals supporting that body to decide.

Conditions will not improve of themselves. It means hard work, expenditure of money legitimately, and, above all, a pulling together and every man doing his utmost in his own sphere. If every man "lays down" and leaves it to someone else to do, there will be nothing done. If each one of you does your part a great deal can be accomplished.

Shall we continue to pay $2 for a license to operate a bicycle? Shall we be compelled to disfigure a new and highly prized machine with glaring figures four inches high painted on the mudguard, that brand us as suspicious characters for whom the police must watch—a disfigurement that is highly objectionable when desiring to sell the machine?

Shall the new purchaser be compelled to reregister that same machine for the balance of the calendar year, though it be but one month?

Today riders are subjected to arrest and heavy fines for violating the letter rather than the spirit of the law. The slightest pretext is pounced upon to fleece them anywhere from ten to fifty dollars. The writer can personally instance the following as a fair sample of persecution:

1. A rider having an operator's license, machine properly registered and numbers correctly painted, but not having the license and the registration certificate with him, was arrested, summoned to court, convicted and fined $10 on each of the two counts, a penalty equal to that imposed for willful evasion of the entire law requirement. In a certain Roxbury district the fines are usually $25 on each count.

2. A rider having his number painted on a strip of leather fastened to the mudguard, instead of being painted directly thereon, and otherwise fully conforming to the law, was convicted and fined as though not registered. These are not isolated cases, but typical illustrations.

An officer on Columbus avenue, Boston, stops every motorcyclist that passes and demands his papers, no matter how often the same man may pass, hoping some time to catch him napping. Are we in Russia, with the necessary passports, or in free America? In Hingham, a rider at ten miles an hour, is almost certain of arrest, while Dedham and Norwood are little better.

Do you ask the remedy? Through the efforts of the Federation of American Motorcyclists, New York, Delaware, Maryland, Virginia, Illinois and California have excluded motorcycles from registration, and radical improvements have been made in several other states. We must get results in *this* state.

There are 1,900 registered motorcycles at present. Comparatively few of the riders are members of the F. A. M. If we expect help from the organization we must support it unanimously and supply the means.

Every motorcyclist should belong to this national organization, which is everywhere working for the benefit of all riders.

We of the older riders well remember in the palmy days of bicycling what a powerful factor, politically, socially and in business, was the L. A. W., with its 103,000 members—an organization that could dictate rather than supplicate its needs. It was the L. A. W. that first started good roads legislation, the publishing of route books, establishment of a system of hotels giving special rates to its members, and the government of bicycle racing. Precisely along these same lines is the work of the F. A. M.; but we have not yet the numerical strength to take us beyond the stage of supplication in our legislative needs.

Should we as motorcyclists be less loyal to our national organization than were our progenitors, the bicyclists? The membership fees, $2 for the first year and $1 per year thereafter, are the only revenue, and these are the sinews of war and instruments of progress. Will you, each and every one, contribute your small share?

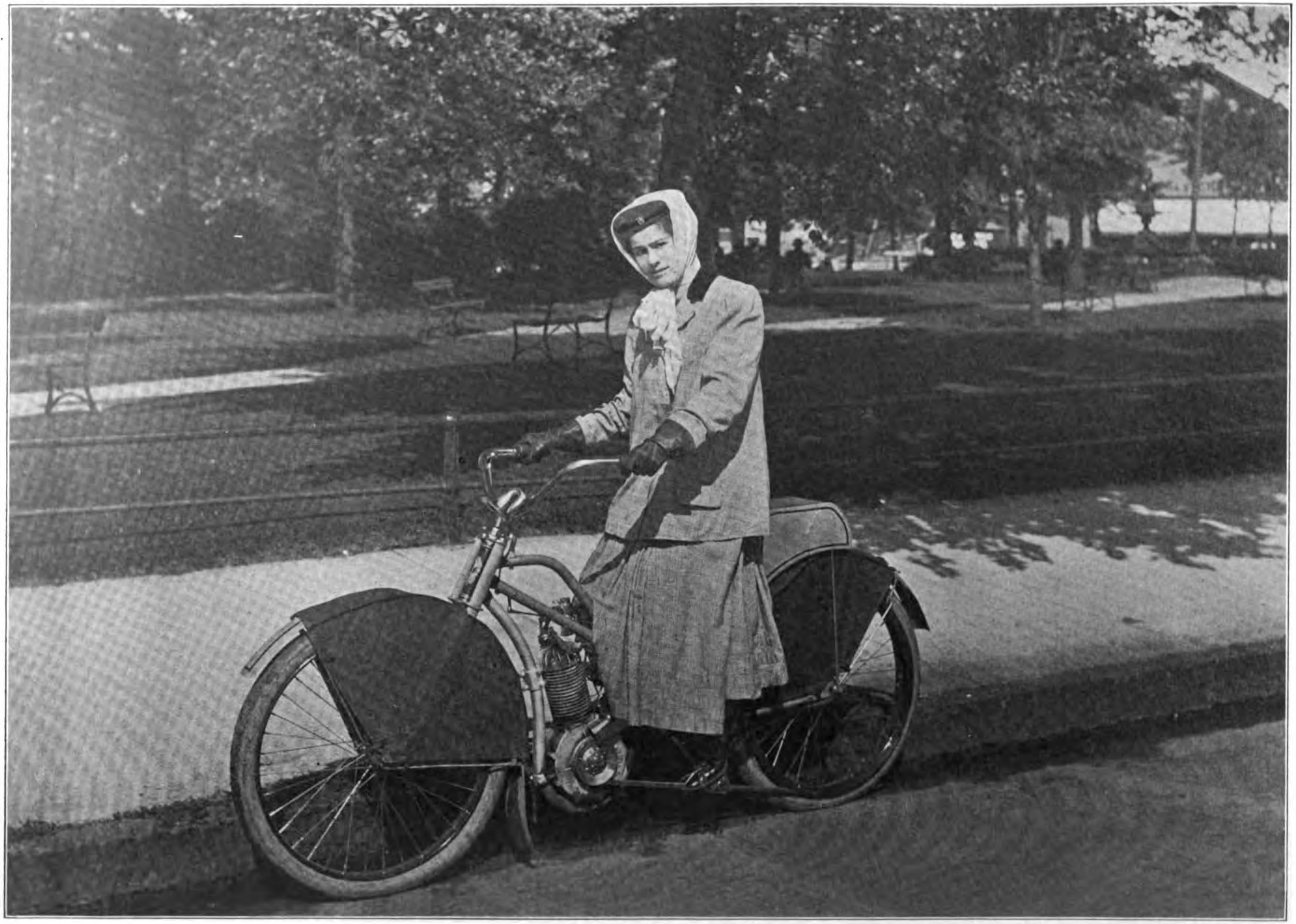
Some two weeks since, the writer, with our needs in mind, attended one session of the public conference in this city of the governors and governors-elect of the six New England states to consider matters of interest and benefit to all of this group of states. This particular session dealt with state highways, road building and uniform motor vehicle laws for all the states.

Serious defects in the present laws were freely acknowledged. Vigorous efforts will be made by the national and state automobile organizations to have entirely new and more equitable motor vehicle laws drafted and enacted at the next session of the Massachusetts Legislature, which convenes the first of the year. That is the time when the motorcyclists must make their fight to get all they can. The opportunity neglected is not likely to soon return. This fight means much expense for printed matter, stationery, postage and the employment of able counsel to represent our interests in the Legislature.

The writer attended the meeting of the Eastern District of the F. A. M. in New York, December 5, for the express purpose of presenting the needs in our state, and was honored with the appointment as State Commissioner for the organization. My first act is to make this appeal: that each of you not already a member shall send to me at once at the address below the sum of $2 for first year's dues to the F. A. M. If you are already a member get busy with your fellows who are not and send in their applications.

The organization gives you many benefits that are fully worth the small cost, besides the money and vexations that will be saved you if we can get the hoped for legislation. As Massachusetts was the banner state of the L. A. W. we want to make it occupy the same position in the F. A. M.

Yours most earnestly,
W. F. Mann,
F. A. M. State Commissioner.
1000 Boylston Street, Boston, Mass.



MISS CLARA WAGNER, ST. PAUL, MINN.

It is claimed for Miss Wagner that she is the first lady in this country to use a drop-frame motorcycle. Miss Wagner learned to ride two years ago, at the age of fifteen, and in the past two seasons she has covered four thousand miles. On Labor Day she made the run from St. Paul to New Richmond, Wis., and return, 120 miles in nine and a half hours. Of course, she uses a Wagner drop-frame.

KINKS AND WRINKLES

Readers of Motorcycle Illustrated are Invited to Contribute Practical Suggestions and Experiences to this Department

MOTOR—had fine compression, fat spark, good mixture, and chains adjusted just right; but it would not pull hills like it did "before." I wasted hours and hours, tinkering with the inlet valve spring, to no good; then spent as many more fooling with the exhaust valve spring, trying to make it stiffer, when it was stiff enough. At last, by the merest chance, I happened to look at the space between the exhaust lifting pin and the exhaust valve, and found that it was ¼ inch. I took the pin out and had one made ¼ inch longer and case-hardened, and put it in, making a snug fit, with just enough space between the pin and valve to see through. You should have seen the difference in the pulling power, steady running, easy coasting qualities, and even in the sound in the muffler. Now it won't strike the average amateur that a bit of space between the valve and pin amounts to much; but it makes all the difference in the world.

We all know that the cam that lifts the valve is so made that when properly set, it begins to lift the exhaust valve when the piston is near the bottom on the working stroke (about ⅞ the distance down), and allows it to close when the piston is on the top. Now, if this happens when the engine is new and the pin and valve not worn, consequently coming almost together, as the valve and pin wear this action is changed a bit, until it is as follows:—

As there is a space between the two pins, this space must be passed before the valve begins to go up, consequently the piston has gone down further in the cylinder and the valve does not lift so high and it closes sooner, some times before the piston gets on top. Consequently it does not force all the burnt gas out of the cylinder, which overheats your engine, causes it to backfire, and loose power. It may be that your lever raises compression all right, which will delude you; but it does not raise it high enough to coast free, and after remedying the fault, notice the difference. Only a few days ago I had a friend of mine out-coast me when, things being equal, he should not, and on looking at the machine I was riding I noticed this very thing. I put on a small cap to take up the wear, as a quick repair, and went right back to the same hill and beat him down by thirty or forty feet under the same conditions. Try this.

THE reason of a lot of carbureters being unsatisfactory may be traced to the fact that the floats are sluggish in action, which renders it very difficult to obtain economical results. Sometimes this is due to an incorrect pivoting and setting of the weights, and sometimes to the float itself not being sufficiently buoyant. In very bad cases it causes "hunting" of the engine—that is to say, an alternate period of going well and of slowing down. When the fault is due to the action of the balance weights, it is often to be traced to the fact that the arms hang down at too great an angle. This means that for a given vertical movement of the float the arms have to describe a larger arc to communicate the necessary motion to the needle than when the normal position is nearly horizontal.

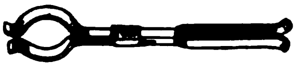
Another common fault is that the fulcrum of the balance arms is too near the needle, and thus the same thing happens as when the arms hang down too much—the float has to travel an unreasonable distance to give the necessary movement to the needle. These two defects exist for the simple reason that a lot of carbureters have been designed by people with a very rudimentary knowledge of the task they have undertaken, and who seem to think that the float chamber is of minor importance, and that if they can contrive some novel method of admitting auxiliary air they have accomplished all that is necessary for a successful carbureter.

Very often the floats themselves are made of too heavy gauge metal, or are too narrow in relation to their height, and occasionally one comes across floats which have been loaded afterwards by some tinkering genius as a means of regulating their action, instead of obtaining the desired result in a more effectual manner by adjusting the balance action to force the needle to open the valve. When a float chamber is afflicted with any of the above cited shortcomings it is frequently because the level of the gasoline does not come anywhere near the point the designer thought it would, and as the shape of the mixing chamber generally precludes much alteration in the height of the jet, the float chamber has to suffer by being burdened with contorted balance arms or an abortive float.

GUDGEON-PIN is the name applied by English writers and mechanics to the pin which passes through the piston, and the piston end of the connecting rod, by which the two parts are flexibly fastened together and retained in their relative operative positions. In America we seldom see this term used; but in its place are substituted the names piston-pin and wrist-pin. Both of these names are used to designate the same part. The name wrist-pin, as used by the early steam engine builders, referred to the pin passing through the cross-head and connecting rod of a reciprocating engine. This cross-head was arranged to travel to and fro between guides to insure the alignment of the piston rod of a double acting steam engine with the cylinder. The name, crosshead-pin, has of late years replaced wrist-pin as a more appropriate name for this part. As a motorcycle has no similar part which can be called a cross-head, it would appear that the terms wrist-pin and crosshead-pin would not apply to a motorcycle engine. However, English mechanics often use the name wrist-pin as applying to the pin located between the fly-wheels of a motorcycle engine, and holding them in their relative positions. This pin is known to all our American mechanics as the crank pin, and its duty is to receive the crank end of the connecting rod (big end as the English term it) and transmit the reciprocating motion of the piston to a circular motion of the shaft. It has been suggested by eminent motorcycle designers that the name "piston pin" be adopted as at once expressing the part referred to, and better adapted to a motorcycle engine.

A PRACTICAL and cheap gauge for showing the height of gasoline and oil in the tanks can be arranged by any rider who has the necessary tools for soldering. A piece of brass or tin tubing of proper diameter to pass through the holes in each tank should be of such a length to just clear the bottom of the tank. Solder one end of this tube to the under side of the filling cap which screws into the oil tank and our oil gauge is now complete as the oil in the tank will mark its height clearly on the outside of the tube. The weight of the tube will prevent the filling cap from becoming lost should it accidentally become unscrewed. For the gasoline tank, another piece of tubing should be soldered to the filling cap in a similar manner, and in addition a small hole should be drilled in the center of the cap through which a fine wire (preferably steel or aluminum) should pass. To the end of this wire attach a piece of cork of such a size that it will slide easily up and down inside the tube. After screwing the cap into place push the float down until it strikes the bottom of the tank. The projecting end of the wire should then be bent over at right angles to the stem of the float and cut off so as to leave an "L" shaped end of not more than a quarter of an inch in length horizontally. The position of this "L" bend above the top of the filler cap will indicate the height of the gasoline in the tank.

NO sight is commoner than that of an irate motorcyclist testing his exposed plug for sparks. He puts them on the cylinder head while he makes or breaks contact, and they roll off; he holds the wire with one hand, and gets a healthy shock. Any rider can bolt a light iron bracket to the engine, with a drop hole in the end of it, to catch the plug body in such a position that the plug is supported with its head in frame contact. Or, an accessory, somewhat similar to one just placed on the English market for this very purpose, can be made at slight expense. It is a little clip: the round head of which catches the plug on the screw thread and the narrow end is slipped on to one of the radiating fins. The plug is thus held with the sparking points upward, and it can be readily seen whether a regular spark is occurring between the points, even while seated in the saddle and pedaling the engine.



GOGGLES are an accessory given comparatively little attention by the average motorist, and the danger of extensive riding with ill-made glasses is by no means small. In buying goggles it is much the safer plan to secure those containing prescription lenses. There is nothing which is so injurious to the eyes as looking through plain glass which is not truly ground, for the eyes are wonderfully painstaking little members of our anatomy, and if ordinarily normal will do their best to automatically correct distortion. This constant strain will with most people speedily result in headache, and if persisted in the eyes will finally lose their power of accommodation.

THE opening of an automatic inlet valve has a greater bearing on the running of the engine than the spring, and is usually set to open too far—three thirty-seconds of an inch, or even one-sixteenth, is usually right. The spring may, for speed events, be as strong as the engine will start on, i. e., if the spring be so strong that the engine cannot suck it open when the machine is pushed to start it, a slightly weaker spring must be fitted. With twin-cylinder engines, press the stem tops of the two valves together and adjust springs so that both valves open simultaneously.

DON'T try to see how long you can keep your motor, which is fitted with a low gear for road work, "wide open," as you cannot oil it properly then, and a dose of oil very soon burns up when running fast. Then you take hundreds of other chances, too numerous to mention. Ride like a gentleman, and if the other fellow wants to race let him go on—if you don't like to take his dirt, stop a minute until it settles. Then when he is kicking about his machine having gone to the bad too soon you will still be piling up miles of pleasant and profitable riding—be reasonable—don't.

DON'T get mad when the farmer forgets to turn out for you. He may have never seen one of them garl darned things before, and never thought to give courtesy. If his team is skittish, stop and lead your machine past, or let him lead his past—that's what helps motorcycling. Don't say, "Oh, I'll never see him again anyway," for if you do he will see other people, including the officers, justices of the peace, judges and lastly but not least, the attorneys.

THE proper lubricant for the cupped leather washer of the tire pump piston is vaseline. Oil is too thin and it tends to work into the rubber hose, and even into the tire itself if too much is used. Vaseline, on the other hand, clings to the leather and lasts a considerable time. If the leather becomes dry it does not hold air well and pumping to high pressures becomes impossible while the labor of pumping even to low pressure is greatly increased.

DO not neglect a "blow" in an engine. It may only be a faulty joint, such as a leaky valve cap, etc., but it may be an internal blow, which means badly fitting piston rings, or possibly the rings have so moved that the slots are all in line. In any case an internal blow is very bad, as it causes a carbon deposit to eventually accumulate in the base chamber, and then the big end and main bearings are liable to be scored.

NINE times out of ten when a man has stopped and is working on his machine, he would be glad for your assistance; but if you ask him if he needed it while on the "fly" he will smile and say, "all right, go ahead," and try to tough it out himself. Stop then and ask him if you can help him any way—it's brotherly, and doesn't take much time—you might be in the same fix a mile or so further on.

IF riding along and a dog, hog, chicken or child attempts to cross in front of you, don't try to get by in front of it by putting on more power—the chances are against you, and if you "hit" it will go as hard or worse with you than the obstacle. Cut off your power, and if a chicken or animal, "shoo" it off and then go on with whole bones.

WHEN you see your driving chain is so slack that it strikes against your rear tire, causing greasy streaks along the side, don't go on riding it that way until it either snaps in two, or runs off (much worse); but get down and spend a few seconds adjusting it to the proper tension.

DON'T attempt to keep the power on right up to where you want to stop, especially if you are riding your own machine, as it ruins tires, chains, frames, brakes, pedal cranks, engine bearings and compensating rings Cut off and coast down to where you want to stop, and then apply the brakes slowly.

TIMELY TOPICS

NEW JERSEY needs the money. The State Commissioner of Motor Vehicles has sent out a gentle reminder of the fact. It came last week, a very plainly printed circular letter. Of course, it doesn't say, "We need the money." It just intimates that. But it does say they are ready to receive it, which, in this case, means about the same thing. The letter starts off this way: "State of New Jersey, Office of the Secretary of State, Division of Motor Vehicle Registration," and is dated "Trenton, N. J., November, Nineteen Hundred Eight." It goes on to say:—

"The amendments to the motor vehicle act, adopted last year, provide that all registration certificates, including those issued to owners of motorcycles, expire on December 31, subject to the proviso in the law, that any motor vehicle duly registered may be operated under said registration certificate for a period not exceeding thirty-one days after its expiration.

"The main office of the department at Trenton is now ready to receive applications for renewals for 1909, and will begin the issuing of certificates as shortly after December 1st as possible. It is hoped that the respective agencies will be ready to open their registration books not later than December 15.

"We are enclosing herewith a blank form of application, which you may find convenient if you desire to renew the registration of the motorcycle now registered in your name.

"You may retain your present registration number by returning your 1908 card, and by inserting the number in the right-hand corner of the application blank before forwarding it to this department for renewal. Applicants are requested to make the remittance of the fee of two dollars at the time the application is filed."

So, if you want to ride in Jersey, dig for two bucks. Your old card won't be good much longer. It makes no difference if you did buy it only two weeks ago; it's time to get another now. It is just possible, too, if you write quick, and ask to have one of the first numbers awarded you for your promptness, you may get a card that only requires a single figure on the mudguard. Think of that!

AT last we begin to find out what the makers are going to spring on us at the shows. Last week the N. S. U. Company's American branch let out an inkling of what their line will be—and it is a dandy. There will be enough, and a variety, to suit any rider that wanders down the pike. Big twins and little twins, big singles and little singles, lightweights and touring models, they're all here.

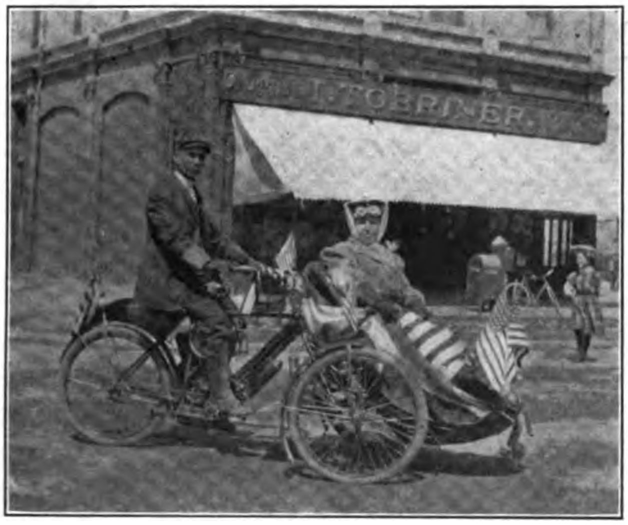
Then the Merkel-Light Company, though not saying much, let leading questions draw them out a bit. There are both chain and belt drive models—the Light and the Merkel respectively. And another thing—this company will fit up some racing machines with the famous Merkel ball-bearing engines. It is promised that these will "Go some."

Another machine we learn the details of, too. It is one that there has been much speculation over. Every rider, and every maker, has been on the qui vive to know what its designer was to bring forth. The Indian. And now we know. Like everything the Hendee Company does, it comes out big. It gives prices, specifications, pictures, everything. And it is the first Company that does all this.

IF "Jack" Prince has his way, and lives up to his promises, there will be some mighty goings-on about this country next year. Things will be going round—three-lap board tracks. He left for Los Angeles last Tuesday, December 8, where he expects to put up a three-lap, scientifically banked, board track, which, he says, will be capable of 100 miles an hour. When he gets it done he is going to bring "Jack" De Rosier out there and whip Derkum, or any other coast "Pro," to a frazzle. Then he is coming back to Brooklyn in March, where he has secured an option on a piece of property, and will build a track in that city of rubber-plants and baby-carriages, the same as the Los Angeles one. Then he thinks he will put up some more; Chicago and New Orleans, he says, are in a receptive mood. And if anyone else wants tracks, just say the word, "Jack" is on the job.

THE Selectmen of a certain Massachusetts town near Boston have wisely decided that babies crying in the night-time may not be proceeded against as public nuisances. Against them a temporary injunction might not avail, and, even if the nocturnal exercise of voice and lungs should come within the inhibition of an ordinance, no way of abating the nuisance could be found, so says the New York *Times*. Not so with open mufflers, however. The Mark's ordinance was passed by the New York City Fathers last week and now, those fellows that have been in the habit of prowling around after nightfall, mounted on small sized "gatling guns," had best look out and turn over a new leaf for the New Year. The Bogeyman may get you if you don't.

THOUGH older heads counseled against it, and wiser tongues say "no," the younger element in the Los Angeles Motorcycle Club seem determined to hold a twenty-four hour race out there on Washington's birthday, February 22, next year. They may, or they may not, convince the majority of the members that it would be a good thing to do. One man writes, "Take no stock in it;" but another says, "The past week of cogitation has caused an increase in the enthusiasm with which the project was received." In any case an event of this kind would entail a great deal of expense and labor. It might prove interesting, and profitable. It is a big undertaking at this stage of the game; but if it is possible it can be carried out successfully, the Los Angeles boys can do it.



MR. AND MRS. SALSBURY.

Our Tricar Experience

I NOTICED an article in your valued MOTORCYCLE ILLUSTRATED of November 1st—quite interesting, but rather discouraging to riders of tricars—speaking of English machines heretofore as not successful, etc. Now, in justice to the tricar of today, and to encourage others who know little of the pleasures and pastime that should be credited to it, I feel that I, as an experienced rider now for two seasons, and as a reader of your magazine, should express my views.

My wife and I have an Indian 5-h. tricar (have just ordered a new 7-h. 1909 model, same machine) and we are on the road every Sunday, and sometimes on week days. My wife is not of the robust, strong type, but she does certainly enjoy our runs. She is little tired after a run of one hundred or more miles in one day, and we always wind up at the home with ravenous appetite. The sport is not violent, but, on the other hand, very fascinating. The longer we ride the more we enjoy it. We recently rode 132 miles in one day.

I find the exercise has done me more good than all the doctors. I am at times much run down with my office work: my tricar is the cure. We sometimes jog along at a fifteen mile gait, view the country and talk. When we come to a stretch of good road, we open her up and tear up the dirt in good shape; we don't stop for anything smaller than a cow; dogs can't catch us, chickens can't cross the road—we pass them before they can get a good start. We have run side by side with automobiles and our speed has registered thirty-five miles per hour. I can climb any hill a car will attempt.

The tricar, such as the Hendee Manufacturing Company turn out, has come to stay. It is low to the ground, easy to mount; there is no danger of a "spill," and it is but little expense to keep. With seat well back in the rear, you can watch the machinery; no need of puncture, as the rear wheel does not follow track of front ones. Have not experienced a puncture in 3,000 miles. When you stop, it is not necessary to hang up against a fence. As for riding side by side with passenger, I consider that a small matter. The engineer of the tricar has enough to do looking over the route, and his best girl is much safer out of arm's length, unless he wants to land out in some cabbage patch or cow yard.

Hoping these few lines may encourage the prospective tricarist, I am, yours truly,

L. L. M. SALSBURY.

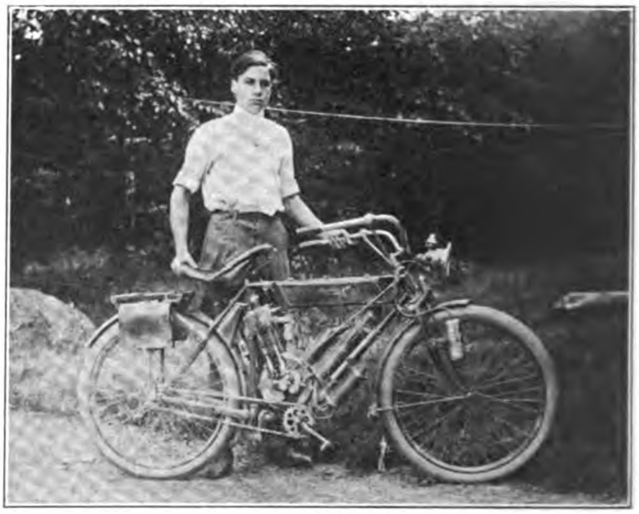
Oakland, Cal.

Rich Decorations for the Garden

SINCE the big automobile shows began to be held in Madison Square Garden, each successive year has witnessed a marked improvement in the decorative scheme used for the occasion until, during the last four years, the interior of the famous old exposition hall has been made notably more magnificent for the exhibit of motor cars than for any other event in the place. A praiseworthy fact in connection with this dressing of the place is that the progress has been from the merely elaborate and ornate toward the chaste and elegant. At the forthcoming show, January 16-23, in which the Motorcycle Manufacturers' Association has taken about fifty spaces, the step in this direction will be more marked than ever before. There will be magnificence and elaborateness, but there will be less profusion, more simplicity and more richness in the general scheme. There will be a gratifying lack of the plaster statues seen in former years, and a tone of more solidity will prevail.

One of the few really showy pieces of decoration this season will be a sort of Garden fountain near the Madison avenue entrance. This is in the form of a low abutment of gray stone, curving about the first exhibition spaces facing the entrance. It will have a trough-like basin, into which water from griffin mouths will spray upon the electrically iridescent pool beneath, and this falling water, too, will be electrically radiant. In the pool of the basin there will be goldfish and pond lilies, some of the lilies natural and some artificial.

ONE of New York City's promising riders is Robert Butler, a sixteen-year youngster who has developed an ability to get the most out of his machine when occasion demands. During the past season he has covered over 7,000 miles on his 3-h. R-S single, over all kinds of good, bad and indifferent going. He spent his summer in the Catskill Mountains, and did a lot of riding through that section. When the time approached, in the latter part of August, when he should return to take up his studies at the New York City College, he started for home from Arkville at six o'clock one morning and arrived at the store of T. J. Sixsmith, on West 100th street, at just 1.45 p. m. That was a trip of about 165 miles, and of the six hours and fifteen minutes on the road Butler spent an hour and a half for lunch. His machine is remarkably fast. With it he had a runaway in the Private Owners' class at the recent Morris Park meet, and was beaten in one of the five mile events by only a small margin by a big twin R-S machine.



CLUB NEWS

MEMBERS of the Worcester, Mass., Motorcycle Club met at the Warren, their headquarters, Sunday evening, December 8, in a very short business session, after which a supper was served to club members and women acquaintances, who were invited to the meeting on account of the special exercises of the night, the presentation of prizes to club members for participation in club runs during the season. The award of prizes was made on a system of first and second class certificates. A second class certificate, scoring a half point, was given to every member starting on a club run. A first-class certificate scoring a full point was given to every member finishing under power of his own machine within a half hour after the arrival of the official in charge of the run.

The main prize, a silver cup, offered to the rider scoring the largest number of points, must be won two years in succession. L. J. Vaudreuil got the first leg on the cup this year with a total of fourteen points, the highest score that could be made in the season's runs. There were 15 runs; but on two a finish could not be made by any rider on account of the weather and a half point was the largest score that could be made. Mr. Vaudreuil also won a searchlight, which will be his property. Lincoln Holland, Jr., captain of the club, finished second with twelve points. He missed two runs and on another had to return with an acquaintance who broke down. His prize was a new tire.

W. H. Tannerbring won third with eleven points, an excellent performance, as he didn't join the club at the beginning of the series. Had he done so first place would be a tie between him and Vaudreuil, as Tannerbring made a perfect score for the length of time he was in the club. He gets two gallons of oil. Fourth prize, a pair of goggles, was won by A. P. Knight with eight and one-half points. C. E. Hitchcock, second lieutenant of the club, and chairman of the committee on prizes, made the presentations. A letter from Lincoln Holland, now in Los Angeles, was read. A reading was given by Miss Agnes Wilson. W. H. Hildreth played piano selections, and two of the prize winners, Tannerbring and Knight, sang.

THE Birmingham, Ala., Motorcycle Club was organized in the fall of 1907, with a charter membership of nine, all of whom were old riders and experienced men. Several entertainments have been given, as well as race meets, endurance runs, etc., and today the membership, including the honorary "ladies' list," is something like forty-five strong. The roads around Birmingham, as a rule, are very good, several are excellent, and rides as far as twenty miles out and back can be made on beautiful routes, passing through splendid stretches of scenery, shady "pine thickets," small villages, etc., and motorcycles, or "them things," as they are more commonly known, never fail to attract a crowd. This brings to mind the story one of the members tells. It happened on his first long ride through the country.

He had stopped at a spring to get a drink of water, when a Son of the Soil came sauntering up, looked over the machine, then stuck his hand against the head of the motor, and, with a howl, jerked it away and exclaimed, "Gosh, the garl darned thing's hot, ain't it?" Our local club has a member who holds the world's championship for the 100 miles non-stop track record in competition. Suppose you all know who that is; but for the benefit of those who don't will say it is Robert Stubbs, the local Indian agent, and we feel justly proud of him and our fast mile dirt track here.

Stubbs says he is going after the mile record of :54 made in Los Angeles some little time ago, and states that he can make :52 on a 7-h. Indian—and we are ready to believe him "up to a certain amount." The mile track here is perfectly smooth and banked considerably more on the curves than any other horse track in this part of the country. It can be rolled and made hard, or scraped for horses. It can be put in shape in two days for speed records with motorcycles, and it is hoped next summer to have some notable riders go against the local champion, for no better or faster track could be desired.

SOME twenty members of the Motorcycle Club of San Diego, Cal., took part in one of the most successful and interesting runs the club ever held on Sunday, November 22. They journeyed to Del Mar, where they were the guests of Al. E. Lambla, Lieutenant of the club, who had a keg of "nails" and some eatables prepared awaiting their arrival. There was sport all the way. Bill Borden's front wheel cast a nut just as Bill was rounding the curve leading up a wicked grade across the bridge where La Jolla begins, and Bill jumped just in time to escape butting out his thinking apparatus against a sand bank. Bill's forks were bent considerably. Al. Lambla and Stanley Andrews (with help) did the blacksmith act, using a "For Sale" sign, taken from a lot near by, as a lever, and a borrowed pipe wrench, to finish the job of straightening the forks.

Deep sand was only a slight impediment; but anybody who didn't take one or two unexpected "sit downs" wasn't worthy of his salt. Everybody had fun of some sort. One of the bunch got lost, and found himself at Encinitas, seven miles beyond Del Mar and lunch. One man came home on the Santa Fe R. R. at night. A collection of ball players from the crowd lined up against the Del Mar league team and whipped them, 2 to 1, so they say.

While riding on the beach an extra large wave rolled ashore and splashed all over French. Water got into his magneto, short circuiting it, and he was marooned for two hours while it dried out. But it was a great trip. Among those who were there were: C. A. Sheppard, John Scripps, Bill. Borden, Ben. McLeran, Jas. Urquhart, W. Burnell, H. Swayne, C. E. Smith, S. Pearce, C. Morris, A. Dallas, T. M. French, J. McAndrews, P. C Kelley, T. Warfield, B. Robertson, E. Campbell, W. Toews and Al. Lambla.

NEW YORK CLUB CHANGES CONSTITUTION

THE last two meetings of the New York Motorcycle Club were ones of particular importance. At the November meeting several changes in the Constitution and By-Laws were made, notably an increase in the dues from four to six dollars a year, the change to take effect January 1, 1909. The word "white" was inserted in the clause defining eligible applicants for membership. There was also an important change made in the manner of nominating members for office. Instead of a nominating committee, heretofore appointed by the president to make up a ticket, it was decided to make direct nominations, from the floor, at the first meeting in December. The members so selected will be voted on by ballot, the same as usual, at the first January meeting.

At the club rooms on Wednesday evening, December 9, the new method seemed to work very satisfactorily. Most of the members had made up their minds for whom they wished to vote, and in several cases only one nomination was made for an office. In others, however, several names were put up. And that was where the advantage of the scheme made itself most apparent. If any member did not agree with the nominations already made, he got up and made one of his own. For instance, four directors are to be elected to act with the officers. Nominations were made of nine men for these positions. As the date for the next regular meeting happens to be Christmas Eve, it was voted to adjourn till Wednesday, January 13. At this meeting officers for the coming year will be elected, and the club urges every member to be present.

MILWAUKEE BANQUET

AS a convention was in session at the St. Charles Hotel, where their meetings are generally held, the Milwaukee Motorcycle Club transacted their business at the last regular Friday evening meeting at F. A. Bremer's new establishment at North avenue and Seventh street. The date for the annual club banquet was set for Saturday, January 16. This should certainly prove to be an elaborate affair if the plans at present under way are carried out. What appears to tickle the boys most though, is the fact that the banquet will not cost the members of the club a single cent, on account of the healthy condition of the treasury. The blowout will, of course, occur at the St. Charles Hotel, where the club has made its headquarters the past year, and this fact alone assures "good eats" and everything that goes with them to make a good time a *real* good time. Walter Davidson and F. A. Bremer were appointed a committee on arrangements. One member, who was absent at the meeting two weeks ago, wanted to know if "Lady Friends" were to be included in the invitation. The chorus of indignant noes that greeted his query must have made him wish the question had not been put. It was made very plain that the affair is to be strictly "stag."

FIFTEEN members are enrolled in the recently organized Grand Rapids, Mich., Motorcycle Club. The boys are just waking up to the possibilities of the value of organization ,and many more riders will, without doubt, be registered in that city during the coming year. An example of how the fever has hit is shown by the fact that a party is being gotten together to attend the motorcycle exhibit at the Chicago show in February.

BEVERLY MEN ORGANIZE

BEVERLY, Mass., motorcyclists have organized. Fifteen of them met, on the evening of November 30, in Hilham's motorcycle shop on Rantoul street and formed the Beverly Motorcycle Club. The club starts off with a membership of three-quarters of all the riders in the city, and by progressive methods this winter by running off some race meets, hill climbs, etc., next summer expects to enroll all the others, as well as riders from other nearby cities. Salem, though a larger place, and numbering more riders, has no club, and it is hoped to make the Beverly headquarters so attractive that many of the Salem boys will join the club. The room at present occupied is at 174½ Rantoul street and is fitted up snugly for the winter months. Officers were elected at the organization meeting as follows: J. M. Hemeon, president; W. Bramham, secretary and treasurer; and a committee of three, Messrs. McLaren, Friend and Hemeon were appointed to draft a Constitution and By-Laws. Following are the members to date: J. M. and W. R. Hemeon, F. De Lara, R. McLaren, Wm. E. Christie, W. E. Chase, Paul Tremblay, Chas. Brotchie, W. Bramham, J. E. Phelan, A. H. Warner, C. McGinnis, L. E. Friend, F. Chamberland, J. Hilham.

CHICAGO has a new club. Through the efforts of Manager Fisher, of the local Indian branch, the riders of machines of that make have been organized and incorporated under the name "Indian Motorvycle Club of Chicago." The new organization intends to make things move next year. Its first run was held on Sunday, November 8, and the photograph reproduced here was taken that day.

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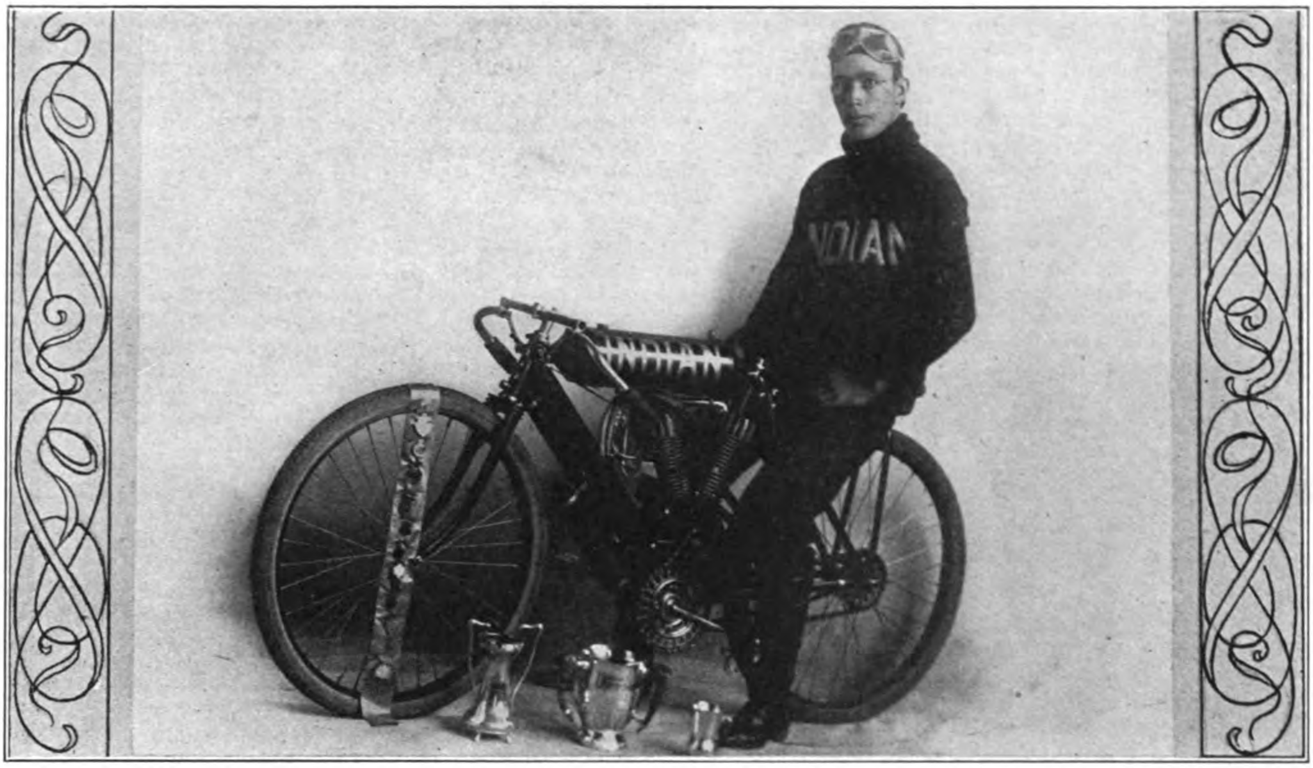

ROBERT STUBBS, HOLDER WORLD'S HUNDRED MILE TRACK RECORD.

AT BIRMINGHAM, ALA., ON NOVEMBER 24TH, STUBBS RODE THE 100 MILES IN 107 MINUTES, 44 SECONDS, BEATING THE FORMER WORLD'S RECORD BY 14 MINUTES, 35 SECONDS. HE HAS COMPETED IN 53 EVENTS AND HAS ALWAYS WON A "TIME" PRIZE OR A "FIRST."

LOS ANGELES AGAIN: DERKUM BENEFIT:

ANOTHER WORLD'S RECORD

"It wasn't a case of 'Here they come' and 'There they go,' but of 'Where are they now?'"

THAT is the description, by a local enthusiast, of the race meet at the Ascot Park track in Los Angeles, held on Sunday, November 29. The star performer on that occasion was one Fred Huyck, the Chicago youngster who is spending the winter on the Pacific Coast and devoting his time and experience to the effort of lowering some of the existing figures, from the one mile up, at every opportunity he can get. And it was his riding that brought the ejaculation from the above mentioned local man. The meet was a benefit for Paul J. C. Derkum, who has gotten into such a shape that he needed it. The Los Angeles Motorcycle Club lent its good wishes—no more —toward making the affair a profitable one for its old enemy. Derkum is now one of the best friends the club has, it might be mentioned, and he has assured it, that he will make no more trouble. In fact, he says he will ride for it, "free-gratis for nothing," whenever it may want him to.

Huyck established three new records—for the standing mile, the flying mile and for five miles. He also won two of the events on the card. In the hour race, after he apparently had everything well in hand, an unfortunate break in the gasoline feed pipe of his machine put him out of the running. He covered twenty-five miles, however, in this event in the remarkable time of twenty-four minutes. It is the consensus of opinon among the Los Angeles boys that, but for this accident, he would have hung up a new record for the hour.

The meet was originally scheduled for Sunday, November, 22, but Jupiter Pluvius beat out Old Sol that day, and as a result of a drizzling rain which started in about noon it was found necessary to postpone the meet for one week. Not until the last minute did the management make up its mind to disappoint the 2,000 racing enthusiasts who had braved the inclement weather in order to witness the speed contests. At 2 o'clock, however, an hour after the time set for starting the first race, it was decided that, inasmuch as there were no signs of a let up in the storm, it would be folly to attempt to start the first lot of riders and endanger their lives on a track which, wet with water, had become soft and slippery, especially on the turns. A hasty conference between the management and riders resulted in the announcement that the event had been called off until the next Sunday. Rain checks were issued, and though the crowd was disappointed, it went away with the determination to come back the following Sunday. It did, and more. When the races were called there were 6,000 persons to cheer the riders on. It was the largest crowd that ever saw a race meet on the coast.

It was in the fourth event that Huyck won his western spurs, and in the five miles in a free-for-all double he clipped a second off his former mile record, made a new record for a mile standing start, and set the mark for the five miles down to 4:38. He made the first mile in

1.01, the fastest in 0.53, and the five miles in 4.38. Blaylock took second, and Earhart third.

Though the crowd experienced many thrills as the reckless riders flirted with death, there was keen disappointment, for Derkum, the "peerless rider" failed. The "daredevil" cyclist rode like a novice. He seemed to have lost his nerve. According to Ben Fay, his manager, Derkum is a nervous wreck. Whether he will ever pull himself together sufficiently to ride again in fast time is a question. Fay believes Derkum has ridden his fastest races. When Derkum, late in the afternoon, went to the starting line his admirers were surprised at his apparent lack of form. Instead of his usual sprightliness, he appeared fagged, and presented a pathetic picture.

Derkum, instead of riding for the hundred-mile record, evidently got cold feet and rode a ten-mile exhibition in the slow time of 10:07. As Blaylock had turned the oval ten times in 9:40, it made Derkum's feeble attempt look foolish. In attempting to recompense the crowd he did a few didoes by riding at a two-minute clip around the track with his feet over the handle bars and sitting sideways on the saddle, but it failed to enthuse the crowd very much, as he had promised to ride 100 miles in 100 minutes.

The management, true to its promise, started the first event promptly on schedule at 1 o'clock. Three riders lined up for the signal for the initial race of five miles for fully equipped stock machines, single cylinder under twenty cubic inches displacement—R. Seymour on a Thor, M. J. Graves on an Indian and F. J. Loge on a second Thor. Seymour got away flying, and was never headed during the entire distance, finishing up in 6:30 1-5, with Graves second several hundred yards ahead of Loge.

The riders entered in the second event, a similar race for double cylinder machines under forty cubic inches displacement, were on the scratch as soon as the first race had been concluded. Huyck took the lead at the start and held it until entering the stretch on the last lap when Seymour went by him and was able to cross the finishing line less than a wheel's length ahead of Huyck. The performance of Seymour in this race was marvelous. Trailing Huyck for more than four miles, giving the Indian rider the lead by a wheel length, he gradually closed up on the last lap, and by good generalship managed to get by on the outside of Huyck and cross the tape first. The time for the five miles was 5:30 1-5.

The third event, a five-mile free-for-all single cylinder machines, again brought Huyck into the limelight. Mounted on a 3½-h. Indian single he took the lead at the start and was never in danger for the balance of the race, finishing up in 5:21 2-5.

The fifth race, a free-for-all, single cylinder, for five miles, allowed any horsepower of F. A. M. rating to enter. Irwin Knappe on a 3½-h. Indian took first honors in easy fashion, followed by Graves, on another Indian, and Seymour on a Thor.

The sixth event, a professional race between Ben Bressee and Derkum, was called off because of the non-appearance of Bressee.

The eighth race for the championship of California, open to California riders only on single cylinder machines, brought out one of the best fields during the afternoon. The distance, ten miles, proved just long enough to make matters interesting. Here Balke and Schelini hitched up, and until the last lap it looked as though Balke had the race won. Too much oil is the answer to the slow time made by Balke on the last lap, and also the reason for Schelini being proclaimed the first champion of California. M. J. Graves on an Indian finished third. The winner's time for the ten miles was 10:51 3-5.

The ninth race, the "state championship" for twins, went to Blaylock, riding a 7-h. Indian. He completed ten laps in 9.40. Shaffer, on a Thor, was awarded second place and Buneman, on a Minerva, came in third.

Eleven riders lined up for the big event of the day, the one hour race, with Earhart on the pole. Again Huyck jumped into the lead, followed closely by Al. Earhart. Freddie proved too fast for the local rider and gradually drew away from him. By the time Huyck had finished his third mile it was clearly demonstrated that he was after all records. Miles in 55, 56 and even as low as 54 were being reeled in rapid succession and by the time he had covered the sixth lap of the track he had managed to gain a lap on Graves. On the tenth mile Huyck lapped both Shaffer and Earhart, and then, in rapid succession, succeeded in lapping each of the other contestants until the 26th mile, when he had caught up with Earhart the second time. Right here is where he started to have trouble and on the 28th mile, after making the lower turn, was compelled to drop out of the race and pedal into quarters on account of a disconnected gasoline supply pipe.

With Huyck out of the running the outlook seemed anything but the best for the Indian contingent, who now put all their hopes in Blaylock to down young Seymour, who was riding like mad on the fastest Thor in the local shop. Blaylock was equal to the emergency, however, and at the end of the hour had reeled off 57¾ miles. Seymour was close behind him, having covered 57½ miles. Earhart, on his Thor, was given third position, having covered 54 1-3 miles.

At the conclusion of the races Roy Knabenshue and his airship were sighted coming over the housetops from the Chutes.

Much of the success of the meet, both from a sporting as well as a financial standpoint, was due to the unceasing efforts of Ben. A. Fay, upon whose shoulders practically all of the details rested since the project was first launched. He pulled off the entire program without the slightest hitch and without the sign of an accident, and the meet will go down in local history as one of the grandest successes in local motorcycling racing. Summaries:

Five miles, fully equipped stock machines: R. Seymour, Thor, first; M. J. Graves, Indian, second; F. J. Loge, Thor, third; time, 6:30 1-5.

Five miles, fully equipped stock machines, double cylinder: R. Seymour, Thor, first; F. Huyck, Indian, second; M. J. Graves, Indian, third; time, 5:30 1-5.

Free-for-all single cylinder: Huyck, Indian, first; A. Schelini, Thor, second; Charles Balke, Merkel, third; time, 5:21 2-5.

Five-mile free-for-all, double cylinders: Huyck, Indian, first; Blaylock, Indian, second; Earhart, Thor, third; time, 4:38, a world's record.

Five miles, free-for-all single cylinder stock machines: Erwin Knappe, Indian, first; M. J. Graves, Indian, second; Seymour, Thor, third; time, 6:28.

Five-mile professional race between Derkum and Bresee, not run.

Trial for world's records by Derkum, all marks from one to ten miles, Derkum failed.

Ten miles, championship of California, single cylinders: A. Schelini, Thor, first; Charles Balke, Merkel, second; M. J. Graves, Indian, third; time, 10:51 3-5.

Ten miles, championship of California, double cylinders: Blaylock, Indian, first; Shafer, Thor, second; Bueneman, Minerva, third; time, 9:40.

One-hour race, first twenty-five miles for world's record: Blaylock, Indian, first; Seymour, Thor, second; Earhart, Thor, third; distance 57 miles (world's record in competition). Huyck made world's record during first twenty-five miles (24 seconds), but dropped out before finish.

GROUP OF BOSTON M. M. RIDERS ON A HUNTING TRIP.

GEORGIANS HOLD THANKSGIVING MEET

THERE was a Thanksgiving Day race meet on the half mile track at Milledgeville, Ga., that drew the entries of all the local "speed merchants," and an interested crowd of spectators. Seven events were run off, the last being a motor paced bicycle race. In the first, a five mile free-for-all, Troutman easily led the field the entire distance, and won in 7:45. V. H. Moss and Ed. Lawrence put up a pretty race and finished in second and third positions in that order. In the second race Moss and Lawrence finished in the same order; but in the fourth Lawrence reversed the order and beat Moss out. The latter, however, was handicapped by a broken pedal crank. The summaries:

Five miles, free-for-all. Won by Winton Troutman, 5-h. Indian. Second, V. H. Moss, 3-h. R-S. Third, Ed. Lawrence, 3-h. Torpedo. Time, 7:45.

Five miles, for single cylinder machines. Won by Moss, 3-h. R-S. Second, Lawrence, 3-h. Torpedo. Time, 7:50.

Three miles, for twin cylinder machines. Won by Troutman, 5-h. Indian. Second, B. Harris, 5-h. Indian. Time, 3:48.

Three miles, for single cylinder machines. Won by Lawrence, Torpedo. Second, V. H. Moss. Time, 4:00.

Two miles, free-for-all. Won by Troutman. Second, Moss. Third, Lawrence. No time.

Five miles, for riders of Torpedo machines. Won by Lawrence. Second, H. Wood. Time, 8:24.

Motor paced bicycle race, one-half mile Won by Chas. Heyfron. J. Hogan second. Time, 4:00.

F. A. M. EASTERN DISTRICT ELECTS OFFICERS

THE Eastern District, Federation of American Motorcyclists, pledged itself to carry on a campaign for the maintenance of cycle paths at the meeting held on Saturday night, December 5, in New York City. It also resolved that the theft of motorcycles from its members should come to a stop, and decided to offer a reward of $25 in every case for the arrest and conviction of the guilty parties. Officers for the district were elected for the coming year, the appointment of one State Commissioner was announced and a set of rules and regulations were adopted. There was also a general discussion as to the needs of the district and the lines of action it should follow in legislative and other matters.

When the meeting was called to order by Vice-President E. S. Buffington there was only a baker's dozen of the several hundred New York members present, and of the other states comprising the district three were alone represented. B. A. Swenson and E. S. Buffington came from Rhode Island, W. F. Remppis and Rich. Kindig from Pennsylvania, and W. F. Mann from Massachusetts. The meeting had been called for New York City solely because of the large membership the Eastern District has in Gotham, but the attendance was disappointing. Those that were there, however, carried through the work of the session with vim and determination.

B. A. Swenson, of Providence, was elected Secretary of the district, and F. W. Horenberger, of New York City, was made Treasurer, both by the unanimous vote of the house. W. F. Mann, of Boston, it was announced by the Vice-President, had been appointed as State Commissioner from Massachusetts. It was left to W. F. Remppis to pick out a suitable appointee for Pennsylvania and forward his name to the Vice-President. Five other State Commissioners have been selected, and their acceptances are being awaited. The rules and regulations adopted were ordered printed and a copy mailed to each member.

It was decided to provide a "transfer" to each member of the district, to be attached to his machine. In it the details of the $25 reward for the conviction of the thief who makes away with that particular machine will be given, and it is expected the plan will have the effect of reducing the large number of stolen motorcycles to a very few, at least among F. A. M. members. One of the features of the meeting was the long communication from Dr. J. B. Thornton, of Boston, who criticized almost everything, from the open muffler to the lack of legislative effort in his state.

IF You want to sell your machine advertise it in the MOTORCYCLE MART, Two Cents a Word.

Motorists Against Street Sprinkling

NEW YORK motorcyclists, through some one of the several clubs in the city, might lend a hand, or at least their moral support, to the movement that is on foot to have the Aldermen pass an ordinance prohibiting the sprinkling of the streets in the day time, proposed by Alderman Brown. A public hearing was held on Monday, November 30, and another on the following Monday, December 7, before the Laws and Legislation Committee of the Aldermen, in which the provisions of the proposed ordinance were discussed. It provides that:

"No person or persons, corporation or corporations, shall sprinkle or flush the surface between the curbs of any streets paved with asphalt, wood block, or other smooth surface pavement between the hours of 8 A. M. and 6 P. M. A violation of this ordinance shall be a misdemeanor punishable by a fine of not more than ten (10) dollars or by imprisonment not exceeding ten (10) days for each offense. This ordinance shall take effect immediately."

Two very powerful organizations, the Automobile Club of America and the Society for the Prevention of Cruelty to Animals have come to an understanding whereby they will co-operate to effect the passage of the ordinance. This was brought about by a letter from Alfred Wagstaff, President of the S. P. C. A., to A. R. Shattuck, Chairman of the Good Roads Committee of the Automobile Club of America. Mr. Wagstaff wrote:

"Streets in every large European city are flushed to maintain healthfulness and cleanliness, and that should be the practice here. By flushing all decaying, germ-infected, disease-carrying matter is removed, and as this is done at night traffic is not interrupted. Sprinkling only makes slime. It does not destroy the germs of disease, it does not cleanse, it does not improve conditions, and it kills horses.

"When asphalt is either thoroughly wet or thoroughly dry it gives good footing, but when slightly wet by rain or snow or sprinkling cart it becomes dangerously slippery. It is then unsafe to every horse, no matter how sure-footed, no matter how carefully driven.

"The remedy is to abolish sprinkling, and when the streets become dangerous from rain or snow to sand them.

"This society has vainly appealed from city department to city department, and has vainly assisted at a test case under the common nuisance law to prevent the sprinkling of asphalt and wood-paved streets in the interest of horses and their owners."

Both of these organizations had representatives at the hearings, as did a number of trucking and contracting societies and others. The team owners stated that in some cases the loss to them through the sprinkling of streets was from $1,000 to $2,000 a week, due to the horses falling on the slippery pavements.

Sherman With Aurora

GEORGE W. SHERMAN, for some time General Manager of the motorcycle end of the business of the Light Manufacturing & Foundry Company, of Pottstown, Pa., and more recently Secretary of the amalgamated Merkel-Light Motor Company, has resigned the position as secretary of that concern and also as a direcor, and has joined the staff of the Aurora Automatic Machinery Co., of Aurora, Illinois,, as General Sales Manager. Mr. Sherman has had long experience in the motorcycle trade, in fact, from the very start. To mechanical ability and a deep knowledge of motorcycle needs he has also had long experience on the selling end. The amalgamation of the forces of the Light Company and the Merkel Company gave the new concern an overplus of good material, hence the change which is now announced. Mr. Sherman carries to Aurora the best wishes of all the Pottstown folks, as well as the good will of all who know him.

LOUIS FLESCHER, an Omaha, Neb., Merkel enthusiast, has been making the local inhabitants sit up and take notice lately. He rode from Omaha to Dallas, S. D., in two days during the week of November 23. On this trip, over the prairies of Tripp county, on the Rosebud Indian agency, Flescher counted four trees, three sod houses and a like number of wooden shacks. Everything else to be seen for 135 miles was sand. The grass had been burned off the entire country by prairie fires, and the going, over the stubble, was fine rough riding for the motorcycle. Before this, Flescher had beaten the express train schedule between Omaha and Norfolk, making a round trip of 270 miles. He covered the first 70 miles of the 131 to Norfolk in two hours and thirty-five minutes, and the whole distance in five hours —one and one-half hours better than the train schedule. The distance by rail is nine miles short of that by road, too.

EFFORTS are being made to introduce the Motosacoche into the United States. M. Krieger, of the Swiss firm of H. & A. Dufaux & Co., makers of the machine in that country, and patentees of it throughout the world, has applied for space at the Madison Square Garden show, where several models will be exhibited in order to bring them before the American public. In the meantime M. Krieger is endeavoring to sell the patent rights to some manufacturer in this country, or, failing that, he will try to organize a company to make and place the machines on the market here.

THERE was another California "Endurance Run," from Fresno to Bakersfield and return, held about the middle of last month. A schedule of twenty-one miles an hour was maintained for twelve hours—with a half hour in Bakersfield for lunch. Checking stations were established at several points. The winners were Dr. E. K. Peters (Excelsior), 1,000 points; B. Lovelace (Reading Standard), 999 points; Ray Falkenstein (Merkel), 996 points.

PLANS are being laid for a monster hill-climb next May by the Danville(Ill.)Motorcycle Club. It is said that the grade selected, Langley Hill, has a double reverse curve in it that has Algonquin Hill "skinned" a thousand ways. The climb is 1,600 feet. Literature will be gotten ready for the New York and Chicago Shows, and the affair will be well advertised. Every manufacturer and importer in the United States will be asked to send machines and riders for the different classes.

MOTORCYCLE SHOWS, 1909

NEW YORK—Madison Square Garden, January 16-23. Merle L. Downs, manager, 7 East Forty-second street, New York City.

CHICAGO—Coliseum Annex, February 6-13. Samuel A. Miles. manager, 7 East Forty-second street, New York City.

BOSTON—Mechanics' Building, March 6-13. Chester I. Campbell, manager, 5 Park square, Boston, Mass.

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**FORECAST NEW YORK SHOW:
ISSUE OF JANUARY 1ST**

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Stop the Sprinkling

SEVERAL good reasons there are, from the motorcycling point of view, why the ordinance proposed by Alderman Brown should be passed by the New York City Aldermen. The reasons why the several organizations that are backing the Alderman do so, as set forth on another page, would seem sufficient. But we know, from past experience, that the City Fathers are slow and deliberate, and that all the pressure that can be brought to bear on them will rest none too heavily on their shoulders. There is not a rider in the city but has had some experience, more or less, depending on his intrepidity in tackling a wet asphalt street as a place to ride on. He does it on occasions, not through choice, but because he cannot avoid it. When it is sprinkled, and becomes slimy, there is nothing more treacherous or dangerous than this self same asphalted roadway that we all enjoy riding over when it is dry.

Every rider on wet asphalt takes a long chance against a "spill" that may, or may not, injure him and smash his machine. Other vehicles using the street, automobiles, carriages and even pedestrians, slip and slide around to the danger of everyone within striking distance, on wet days or after the sprinkling cart has gone on its merry way. There is a mighty jumpy sensation in a fellow's throat when he sees an automobile bearing down on him, with wheels locked, skidding about from side to side. And the worst part of it is, a motorcycle cannot be turned sharply out of the way, or stopped suddenly, when it meets a danger of that kind on slimy, slippery asphalt; its rider has to stick it out as best he may, or else take a tumble, perhaps under the very wheels of the threatening car. Then, too, the horses suffer and slip and fall. To have one drop down in front of you, or right alongside of you, is disconcerting, to say the least. We hope the Aldermen will say, quickly, "Stop the sprinkling."

Get Together

AT the New York show many motorcycle makers and sellers will foregather. It is a splendid opportunity for good work. The motorcycle manufacturers and importers are already organized. But at the New York show they might hold a dinner and get even better acquainted. Or, perhaps, they might give a dinner to motorcycle agents some night during the show. The enthusiasm born of social contact and Extra Dry might result in something—perhaps an agent's organization. And the motorcycle accessories people—perhaps there might be enough of these to formally get together.

Everything is organized now-a-days. It seems to be a valuable thing to do, else why is it so universal. True it is that no specific beneficent act may be accomplished; but the mere act of getting together socially is stimulating and valuable.

Should makers and agents convene about the mahogany, some bright, eloquent, commonsense maker could sweep away much fog and misunderstanding in a ten-minute talk, and, per contra, brief chats by some of the big agents, the successful hustlers, would cast light into some dark places.

Well, to be brief, you all know how it is when the coffee and cigars are reached. At that stage the *receptivity* of the individual is great and the social instinct is huge. Mean, narrow men, the knockers, etc., etc.—they warm up and radiate. It all does each fellow a whole lot of good. Mere thought—submitted to the Powers.

Men of Massachusetts!

MOTORCYCLISTS of Massachusetts, hear! hear! Read the call to arms of one of your comrades, fully printed on page 5 of this issue. Your motor vehicle laws are shamefully, almost idiotically, oppressive. They lie heavy on the shoulders of all motorists. In brief, they are blue, puritan. The spirit that blazed up into your Salem witchcraft is in them.

Shall you discuss, reflect, argue, cuss—or will you act? Your State Commissioner of the Federation of American Motorcyclists illuminates the entire proposition in his "call to arms." Will not his review of your grievances stir you to an aggressive campaign against legislative stupidity?

No man need point out that the logical and most potent instrument in any reform must be the F. A. M. This organization, backed by your personal influence and *your money* can make itself heard. No one of you, alone, can accomplish anything. But the "call to arms" tells the story.

Men of Massachusetts: shall you be dead or quick?

WE are particularly anxious to have a short, sharp session with that advance agent of a motor paper, who, in the red hot quest for advertising contracts is ever hysterically eager to wager "all sorts of money" that *no* motorcycle paper has a circulation of *greater* than 2,500 copies. Of course, that $45,000 mortgage lies heavily on the printing plant. But he can never hope to raise it by betting on that 2,500 proposition.

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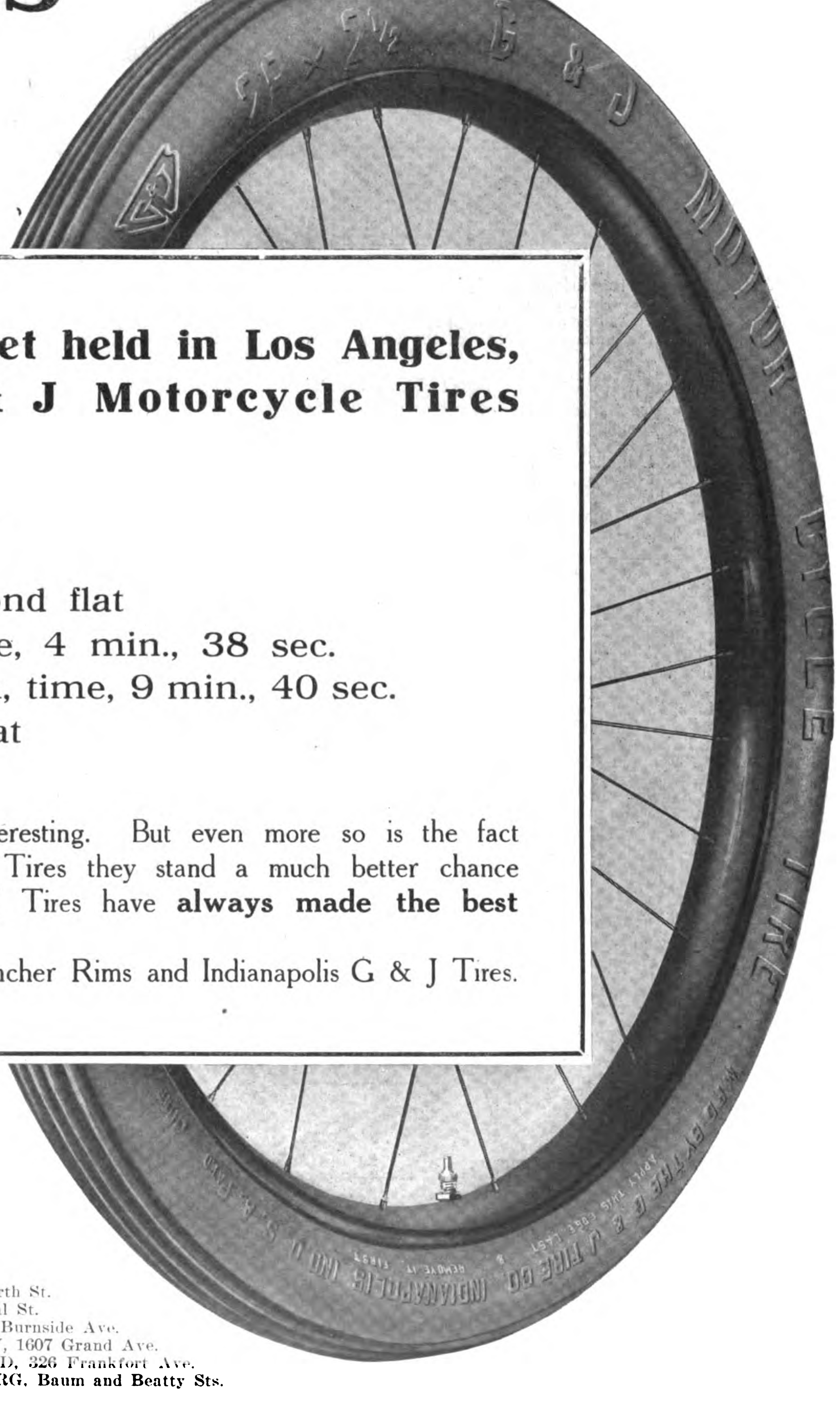

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TEN N. S. U. MODELS FOR 1909

SUPPLEMENTING the information which has come in from across the pond, where the new 3-h. twin N. S. U. was one of the hits of the Stanley Show, enough information has been gathered from the American branch of the Neckersulm concern, the N. S. U. Motor Company, to satisfy the eager curiosity of riders in this country—for the time being anyway, till they can see the new 1909 models of this famous concern at the Madison Square Garden show. Most startling in the N. S. U. line is its completeness. There is not a single demand for variety of size or power that cannot be filled from the N. S. U. stock. All the way from the 1¼-h. lightweight, the models run up to the big 7-h. racing twin. In the single-cylinder machines there is the 1¼, 3, 3½, 3¾ and 4 horsepower models. For the man who wants a twin, he can select from any of the following, 3, 4, 5, 6 or 7 horsepower.

These different machines are grouped in four distinct classes, or types. In the light class there is the "baby" 1¼-h. and the new 3-h. twin. This machine, while it weighs only about 100 pounds, is a very substantial, fairly fast, roadster that is expected to be one of the most popular models among American riders next year.

Then there will be the Standard Touring Models for use over the rough American roads; these models will show the attention which the N. S. U. Company has devoted to conditions as it found them here.

The machines will be duplicates, to some extent, of the highly successful N. S. U.'s which were awarded gold medals in the F. A. M. National Endurance Contest of 1908. They will be light in weight, and incorporate a shorter and lower frame than the touring models, while a drop saddle bar will give a very low position to the rider. The models will be very strong and fast, the 6-h. being actually capable of sixty miles an hour on the straightaway. It is believed that these particular models, which have been already thoroughly tried out during the past two months, will prove to be the main sellers.

In racing machines there will be 3-h. and 4-h. singles and 6-h. and 7-h. twins. These will be specials, meant for racing purposes only.

Of most interest, however, is the new 3-h. twin. This is a little hundred-pound machine that will certainly "hit the nail on the head." There are a considerable number of riders in this country who have gotten over the speed craze—who want only a moderate amount of it, and that only on occasion. But at the same time they insist on a machine that will carry them anywhere, up any hill. "This twin," says Manager Bartsch, "is it."

The cylinders will be about 2¼-inch bore and 3-inch stroke, and will be equipped with mechanically operated valves on the same satisfactory principles that the single-cylinder touring models have used during the past five years, and will afford a slow speed, but powerful, twin-cylinder motorcycle with a speed range of from three to sixty miles an hour. Complete handlebar control will be an especially welcome feature.

A most important device incorporated in this model will be the self-reducing gear; this will not only allow the slow speed necessary for congested districts, but will enable the motor to be fitted with a large pulley. This will permit not only perfect adhesion of the belt, but tends to considerably lengthen its life. By a special arrangement, operated while riding, any stretch that has taken place in the belt can be easily taken up, thus insuring proper tension at all times without undue strain to the belt.

Spring forks of the plunger type, and specially designed stay ends for the purpose of quickly removing and replacing the back wheel in case of a necessary removal are two very important features, while a removable back mud-guard will greatly simplify the operation. This model will be supplied ready for use with a complete equipment, i. e., stand, luggage carrier, tool kit, foot rests, foot brake, rim and band brakes, and mud-flap for front mud-guard.

Singles are 3, 3½ and 3¾ horsepower and 4, 5 and 6 horsepower twins. These are the types that American riders have seen heretofore. They are well made and of the best of material, strong where strength is most needed, and very reliable. They are especially adapted to hard and rough usage, such as a travelling salesman or rural letter carrier would give a machine. Although they have proved themselves to be most reliable, a few improvements have been made. Each machine will be equipped with a special folding stand which can be converted into a commodious and neat luggage carrier. These particular models will prove a boon to the rider who cannot afford to continuously look after his mount in search for loosened parts, etc.

Three distinctly new machines are listed, known as F. A. M. Endurance Models. These are machines that have been "Americanized," that is, they are especially designed to meet the demands of American riders.

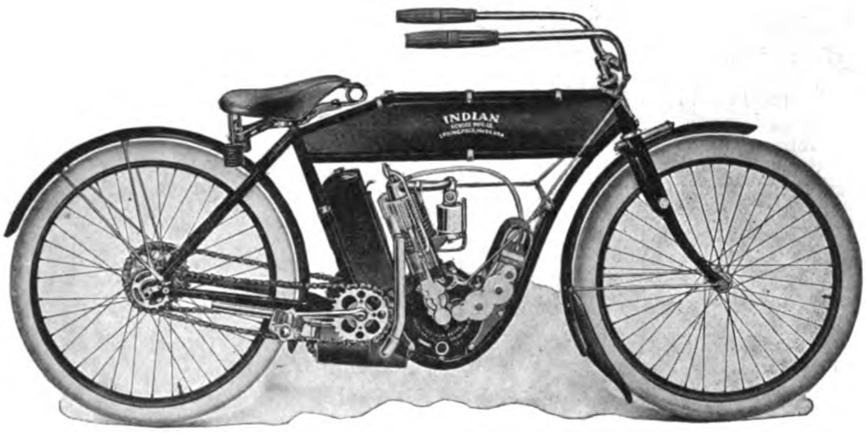
Every N. S. U. model will have magneto ignition, and all the road models will be delivered with full equipment of tools, stand, luggage carrier, etc., etc. Most of these models will be shown at the New York, Chicago, Boston and Philadelphia automobile shows. This Company will also exhibit the new two-speed hub, spoken of above, at the shows. This is a reducing gear, allowing the use of a smaller back pulley and larger engine pulley, thus reducing the wear of the belt. The two-speed and free-engine gear used by the N. S. U. Company on many of the 1908 machines will also be exhibited.

WOODWORTH treads for motorcycles are advertised in this issue. The Leather Tire Goods Company, of Newton Upper Falls, Mass., makes its bow to the motorcycling public, and announces this self-adjusting, easily attached, puncture-proof tread. It fits on over the tire, and protects it from all wear. The surface of the tread is studded, making a smooth tire positively non-skidding. These are the same treads that have proven so popular and successful for automobile use. They are now made in small sizes, for twenty-six and twenty-eight-inch wheels and from two to two and one-half inches in diameter. The prices run from $6 to $7.50 for the motorcycle sizes.

JOHN BENDERS' motorcycle and repair shop at 1346 Wood street, Philadelphia, Pa., was almost totally destroyed, and Benders narrowly escaped with his life, in a fire, caused by a gasoline explosion in the place, the latter part of last month. After the firemen had arrived and were fighting the flames, Benders rushed back into the store to save his Harley-Davidson machine—the one which he had ridden in the F. A. M. Endurance Run this year, and with which he had won a number of prizes at the Point Breeze track. His efforts were unavailing, however, and he was overcome by the smoke. He was hauled out and soon revived. The loss was about $2,500, and no insurance was carried.

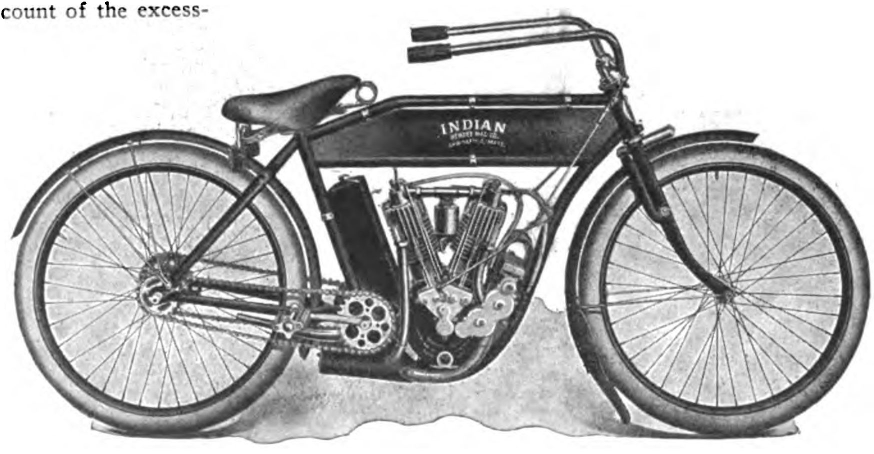
HENDEE COMPANY ANNOUNCES 1909 LINE

THE HENDEE MANUFACTURING COMPANY of Springfield, Mass., has made its bow to a waiting public and announced its latest born, the 1909 Indian, child of the fertile brain of Oscar Hedstrom. Like all things that are held back, waited for, anticipated, the information seems all the sweeter when it does come. The new Indian gives all promise of being a wonder, and there are many of him. Seven distinct models in all are listed—two in the diamond frame and five in the new loop frame. All of the latter can be had in either chain or V belt drive. Three of the seven are fitted with magnetos only, two with battery ignition only, and the other two with either. Many detail improvements have been made, such as larger tanks, better oiling arrangements, a new band coaster brake, more efficient muffler and others. In the wonderful Indian motor itself but few changes have been made, and these are not radical.


NEW LOOP-FRAME SINGLE

The loop frame model is a creation that is sure to meet with popular approval, for it combines everything that is desirable in an up-to-date machine. Besides a most symmetrical and pleasing outline, this model gives the low rear seat position so much in favor at present, with the low, forward engine position. This frame is not only pleasing to the eye but it possesses wonderful strength, for it is constructed of reinforced tubing, the reinforcement consisting of a continuous mid rib of steel plate rolled into the tube during its manufacture, and, in forming the frame, this reinforcing plate is kept in line with its longitudinal plane, stiffening and strengthening it in the direction of the severest shocks and strains. The frame is also built with double top tubes, which not only greatly increases its strength but produces an absolutely rigid head, features greatly to be desired on account of the excessive speed at which riders are now driving their machines.

An important feature of the new model is the increased tank capacity, for both oil and gasoline. The gasoline tank contains a little over two gallons, and is conveniently located between the two upper tubes of the frame, and built into it is a most substantial cut-off valve. The oil tank is also new, and contains about two quarts. It is located on the rear bracket that secures the motor to the frame, in about the same position as in previous Indian models, but of greater capacity, and securely fastened to the bracket and to the seat post. An oil reservoir has been introduced into the motor base, which contains a sufficient quantity of oil to insure a thoroughly efficient splash system for the lubrication of the inner mechanism of the motor. As an adjunct to this reservoir a little window, covered with a heavy glass, is formed in the side of the motor base, enabling the operator at all times to directly inspect the condition of his lubrication.


1909 INDIAN TWIN

The new frame is a trifle longer than in previous models, making the wheel base fifty-three inches long, the extra length making for steadiness in running, besides adding considerably to the ease and gracefulness of the lines of the design. This added length, together with the rear saddle position, necessitates longer handlebars, and it will be seen in the illustrations that the Indian design displays one of the handsomest of these now popular styles. A most valuable feature of the 1900 machines will be a new and powerful band coaster brake, built especially for the Indian. The idea of combining the accepted value of the band brake with the indispensable coaster feature is novel in the extreme, and the Hendee company believes this brake is years ahead of any other heretofore produced for motorcycle use.

In the motor itself there will be no radical changes. In details, however, there are many variations from previous construction. In all of the new models the spark plug will be placed in the middle of the head, and in the twins the valve mechanism has been wholly remodeled, making it simpler, stronger and more efficient, while at the same time it is practically impossible to get out of adjustment. The valve lifting device is also entirely new, direct acting and certain in operation. In the single-cylinder machines the valve mechanism remains the same as heretofore, the present form having proved most satisfactory.

The first point to strike the observer in the twin is the new mechanical valve action, and it is well worth notice, for it is not only new throughout, but it is the simplest and most perfect mechanism ever produced. Two cams are used in the twin, as usual, but one cam operates the inlet valves exclusively, while the other cam operates both of the exhaust valves. This arrangement has the advantage that simpler cams can be used, resulting in more regular and even action, and their operation is also practically inaudible at the highest speeds. The cams are also wider than ever before, which lessens the liability of wear, and contributes to smooth action. The exhaust cam operates on one arm of a bell crank lever, which carries a hardened steel roller, taking up all wear on the cam, and this bell crank operates a lifting finger interposed between it and the valve lift rod. If there is any wear in the mechanism it must come on the lever or finger, which are quickly replaced at a trifling cost.

The inlet valves are operated from their special cam through a light lift rod and a little rocking lever pivoted on the dome. The action is positive, regular, smooth and noiseless—in every respect an ideal mechanism that will delight every observer and user. The new exhaust valve lifting mechanism consists of a steel disc having cams formed on its two opposite edges and a toothed sector on its upper edge; this is pivoted by a hardened steel bushing on the projecting end of the bronze cam shaft bearing. A short shaft passing through the cam case, and having a bearing in both the cover and body of the case, carries a crank lever at its outer end and a pinion at its inner end. This pinion gears with the toothed sector on the valve lifting disc, and the lever connects with the usual valve release rod from the grip control. On operating this lever the pinion revolves the disk, causing the cams on its opposite edges to act on the bell crank levers, before mentioned, thus lifting the exhaust valves by a direct, positive and certain action which is both powerful and smooth in operation.

One point in particular in the design of the mechanism contained in the cam case is worthy of special consideration, and that is every shaft, pin or stud carrying the operating mechanism has a bearing at both ends, one in the case itself and the other in the substantial cover, an arrangement that entirely overcomes the possibility of any part twisting or working loose. In all of the new models the valves have been increased in size, this improvement being suggested by the successful experience with the 3½, 4 and 7-h. models of 1908, which latter sizes retain the same sizes of valves for 1909. All of the valve gears in the 1909 models are wider than heretofore, greatly increasing their strength and wearing qualities. The bearings have also been increased in size.

A minor change, but contributing to the appearance of the motor, is the stripping of the cooling ribs from the lower third of the cylinders, which is believed will meet with popular approval.

The great feature of the 1909 machine is that it is getatable in every detail. Every part, except the fly-wheel group, can be reached directly without removing the motor from the frame or doing any unnecessary dismantling. A dome can be removed at once; a cylinder head or the cylinder itself is cleared in a few minutes. The exhaust pipes and magneto gears are clear of everything and of each other, while the cam case can be dismembered in two minutes.

The attachment of the magneto is especially good, for it rests upon one of the brackets that connect the motor with the frame, thus becoming practically an integral part of the motor, and this is desirable in order to secure the smoothest operation of the train of driving gears. The location also renders every part of the magneto readily accessible without the necessity of removing the magneto bodily for inspection or adjustment.

The muffler for the new model has been entirely redesigned, and the new device is not only the most compact and smallest yet produced, but it is also the quietest in operation without creating any appreciable back pressure. The exhaust pipes are larger than heretofore, giving a very free relief to the spent gases, and in the twin both pipes are led directly, without any sharp turns, to the little muffler, and from there, after expansion and reduction of pressure, the gases pass off through a long vent pipe that extends far back and just below the rear fork side, discharging at a point where they can offer no inconvenience to the rider. There is the usual cut-out fitted for use on steep hills or other emergency.

On the drive side of the machine a new chain and gear guard covers all moving parts, amply protecting them from mud and injury, and also protecting the rider from contact with these fast moving parts, and from flying oil. In the belt-drive machine the counter shaft, with its compensating sprocket, is entirely omitted, and a V shape pulley is substituted for the small sprocket on the engine shaft. A similar large pulley is built into the rear wheel, and on these the belt runs, giving a direct drive of the latest accepted type.

The Indians will, as heretofore, be supplied in royal blue and Indian red, with the additional choice of Indian green, the French gray having been abandoned as undesirable.

The two smaller sizes of the new loop-frame models, the 2¾ and 3½-h., will have battery ignition as the regular equipment, but an efficient magneto will be furnished at a small additional cost. The 4-h. loop-frame single machines and the 5 and 7-h. twins will be built with magneto ignition only. The 1908 diamond frame models, 2¾ single and 5-h. twin will be built with chain drive and battery ignition only.

The following are the sizes and models that will be built for the year 1909, with regular list prices:

1909 Diamond Frame Models.
Chain-Drive Only. Battery Ignition Only.

2¾-h. diamond frame	$175
5-h. twin diamond frame	225

Auxiliary tank and rear seat position extra.

1909 Loop Frame Models.
Chain or Belt Drive.

2¾-h. single-cylinder, battery ignition	$200
With magneto	225
3½-h. single-cylinder, battery ignition	225
With magneto	250
4-h. single-cylinder, magneto only	275
5-h. twin, magneto only	275
7-h. twin, magneto only	325

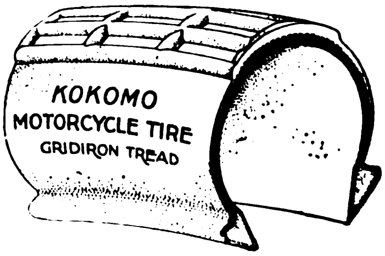
Ready For 1909 Mileage Contest

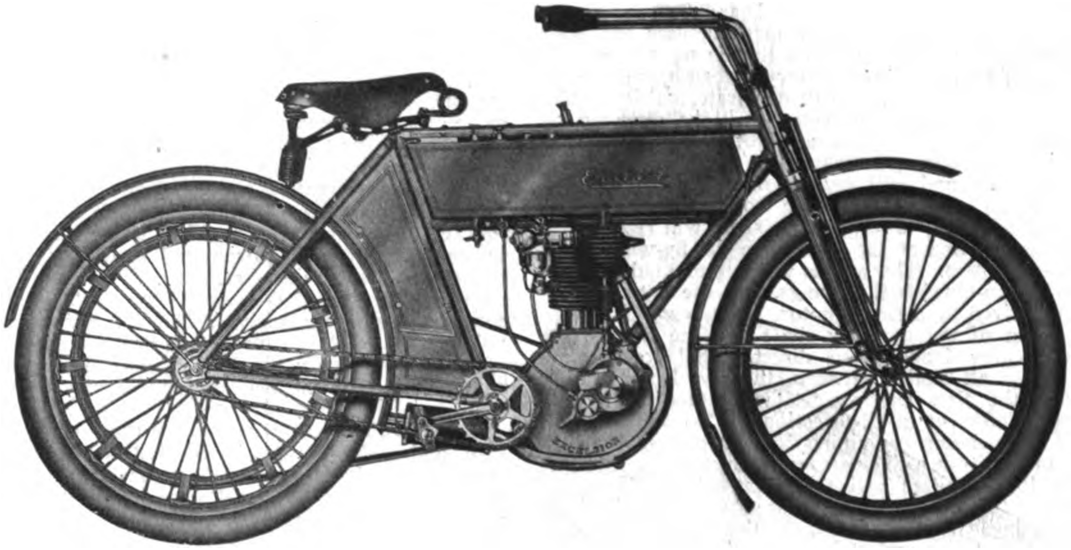
THE 1909 motorcycle mileage contest, a cup for the winner of which was donated a few months ago by Jos. W. Jones, the speedometer manufacturer, is all ready to be started off with a hurrah on January 1. The entries to the contest are not limited as to number, locality, club affiliations or size and horsepower of machines. Anyone can enter simply by signifying his intention to abide by the conditions.

The rider whose Jones Speedometer - odometer records the greatest number of miles up to December 31, 1909, will be awarded the prize—a loving cup, twenty inches in height, of sterling silver, and designed by the Frank W. Smith Co., of Gardner, Mass. Upon request the Jones Speedometer Co. will furnish to each entrant a small leather-bound diary in which he is to record each day's run as recorded on his odometer. In the back of the diary is an affidavit form in which the total mileage for the year is to be sworn to before a notary.

New Gridiron Tread Tire

AN entirely new motorcycle tire is announced by the Kokomo Rubber Company, in their advertisement in this issue. This Company is one of the oldest in this country devoted exclusively to the production of rubber goods, and its years of experience in the manufacture of automobile, bicycle and vehicle tires have all gone into the make-up of the new Gridiron tread motorcycle tire. Great claims are made for the Gridiron tread. The tire itself is very resilient, made up on closely woven fabric, and of the best rubber, treated especially to make it tough and give it long-wearing qualities. The tread, a new design, is positively non-skidding, and is a part of the tire itself. Its non-slip qualities will stay by it till the tire is worn down to the fabric; a few weeks' usage will not wear it perfectly smooth. The tire is moulded to shape, that is, made up in the natural curves it will assume when in use. This is the way all automobile tires are made. The Kokomo Rubber Company, South Main Street, Kokomo, Ind., will be very glad to furnish prices and additional information to all motorcyclists.





Motorcycle Dealers

Do you know that

EXCELSIOR DEALERS

are ***Prosperous Dealers*** and that satisfied owners have made them so?

Excelsior Auto-Cycles

have been tried in every kind of real practical service and have made good every time.

Our 1909 Line and 1909 Proposition will be the best ever offered and will be backed by the experience, resources and business integrity of a company of thirty-two years standing.

EXCELSIOR AUTO-CYCLES

will be sold by established dealers only, no curbstone brokers or pocket agents, and at a fixed and invariable price.

If you mean business, so do we. Let's get together.

Excelsior Supply Co.

233-237 Randolph Street **Chicago, Illinois**

Established 1876

New Departure's Novel Exhibit

THE New Departure Mfg. Company, of Bristol, Conn., will have a unique, and quite remarkable exhibit at the Grand Central Palace and Madison Square Garden Shows in New York City. This company manufactures the New Departure "Two-in-One" ball bearing that is attracting wide attention because of its ability to carry a load from any direction with equal efficiency. To demonstrate the dual work the bearing performs, heavy fly-wheels will be mounted on each end of a shaft that will be at right angles to perpendicular, after the gyratory principle. The fly-wheels will each weigh 1,000 pounds, and will revolve on their own centers. This shaft will be rigidly fixed to a horizontal shaft, supported by two pedestals. The gyratory shaft will revolve between the pedestals, and at the same time the fly-wheels will turn upon their centers. The wheels will be mounted on New Departure "Two-in-One" ball bearings, and the entire mechanism will be driven by a small motor.

In the turning of the gyratory shaft and the wheels, the bearings will carry loads from direct radial to absolute thrust, and from all angles between, thereby demonstrating the claim that the New Departure "Two-in-One" ball bearings are equally efficient in all directions. The company will also show a transmission containing New Departure bearings throughout, taken from a five-passenger touring car that has actually run 16,000 miles; and the front wheels from the same car, mounted on New Departure bearings. In both cases, the bearings were subjected to the severest possible road test. This test was undertaken with the sole purpose of breaking down the bearings, if possible. Hard and constant service has failed to do this, however, and they are in excellent working condition. The New Departure exhibit will occupy space No. 407, Section "J," second gallery, at the Grand Central Palace Show, and space No. 517, basement, at the Madison Square Garden Show.

Some Merkel-Light Improvements

WHILE the Merkel-Light Motor Company has not made a complete announcement, with specifications, prices, etc., it has given enough information out to afford a general idea of what the 1909 line will consist of in these machines. The Merkel models will, as in 1908, retain the special spring frame features, and will, in addition, be fitted with an entirely new spring fork. There will be three models listed, with V belt drive on all. One is a 3½-h. single, fitted with battery ignition only. There will also be a 3½-h. single with magneto; but the two machines, it is understood, will differ in other particulars than in the ignition system alone. There will be a big 7-h twin, with magneto. All magnetos will be gear driven. The Merkel ball bearing motor will be practically the same, minor improvements being incorporated in the 1909 design. Automatic inlet valves will be retained.

One of the best of the new features will be a positive, mechanical oiling arrangement. This will consist of a pump that will force a small quantity of oil into the engine base just so often, that is, every specified number of revolutions of the motor. Whether the machine runs slowly or fast, the same quantity of lubricant will be fed it for every hundred turns.

In the Light chain drive models there will be the same 2¼-2¾-h. and 3-3½-h. singles as in 1908, a general refinement of details only taking place in these machines. But there is also under way a big twin model, none of the details of which are ready to be sprung at this time.

BROOKLYN, N. Y., has secured an addition to its agency ranks. Henry J. Wehman, Secretary of the F. A. M., will act as the Curtiss representative, having taken the store at 1201 Bedford avenue recently vacated by George P. Pieper. Wehman will carry a line of parts and accessories and conduct a repair shop.

For the Same Money!

that ordinary tires cost, motorcyclists can have the Goodyear Strong Fabric Tire with the Goodyear insurance against all tire expense for one entire season. *That* ought to interest your trade. Write today for sample section.

The popular tire with experienced motorcyclists is the tire strong enough to stop the constant big tire expense to which they are subjected.

That's the Goodyear Strong Fabric.

In the Goodyear Tires only the finest new Para rubber is used. It is quoted at $1.30 today. We could use "Lapori" or "Guayule" rubber that sells at 35c. per pound, or "reclaimed" rubber—from old boots or garden hose out of which the life had been burned by heat and acid. We could get this kind of rubber at 10c. a pound—but it won't do for a Goodyear.

We also use the famous Egyptian Fabric, which costs 33c. a yard. We could use common muslin at 5½c. a yard. But common muslin breaks at 40 to 60 lbs., while it requires 300 lbs. to break Egyptian Fabric.

Figured in cash—dollars and cents—the Goodyear Strong Fabric is the most economical tire on the market.

HOW YOU SAVE WITH THE GOODYEAR

Repair bills begin very early in the life of the "cheap" tire—if it can be repaired at all—

Its story soon ends with the junk pile. A new tire has to be bought. That makes two prices—

While the Goodyear Strong Fabric is still sound as a dollar and giving splendid service—

To say nothing of the satisfaction of freedom from tire worries. But that's not all—

WE GIVE FREE TIRE INSURANCE

for a whole season from date of purchase, on every Goodyear Strong Fabric Tire sold.

This means that the first cost of the Goodyear is all the motorist's tire expense for a year's riding.

Notice the conditions of this insurance. We agree to become entirely responsible for the upkeep of every tire for the entire season from date of purchase.

If the tire is damaged in any way, send it to us. We will promptly repair it free of charge.

GOODYEAR STRONG FABRIC MOTOR-CYCLE TIRES

Remember—the Goodyear Strong Fabric Motorcycle Tire has the Goodyear Tough Rubber Tread—the kind made famous by our Automobile Tires—united to a pure, soft Para rubber inside so perfectly as to be practically one piece. This is strengthened by being vulcanized into our close-woven fabric—four ply. This construction lasts the longest—is the most resilient—and permits of permanent repairs—something not practicable with the ordinary tire. We also have a special thread fabric for racing purposes—a tire of special resiliency and built for speed. We can furnish these tires either in single or double clinch. Write today for sample section. Let us tell you about our agency proposition.

The Goodyear Tire & Rubber Co., Mott St., Akron, Ohio

BRANCHES AND AGENCIES:
Atlanta, 90 N. Pryor St.
Boston, 261 Dartmouth St.
Cincinnati, 317 E. Fifth St.
Los Angeles, 932 S. Main St.
Denver, 28 W. Colfax Av.
Philadelphia, 1404 Ridge Av.
New York, 64th St. & B'way.
San Francisco, 506 Golden Gate Av.
Chicago, 82-84 Michigan Av.
Cleveland, 2005 Euclid Av.
St. Louis, 712-714 Morgan St.
Buffalo, 719 Main St.
Detroit, 251 Jefferson Av.
Pittsburg, 5988 Center Ave.
Washington, D. C., 1026 Connecticut Av.

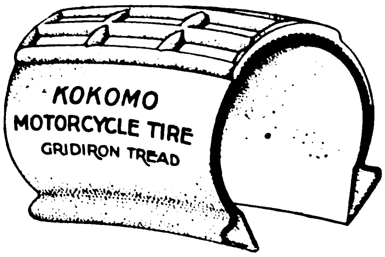
KOKOMO

Gridiron Tread Motorcycle Tire

Here, Mr. Motorcyclist, is a tire that will suit you. We know it will—this is why:

The Gridiron tread is a part of the tire itself, and it will retain its non-skidding advantages till the tire is worn right down to the fabric. The canvas fabric we use is very closely woven, especially adapted for retaining the rubber. This tire is moulded, that is, shaped and built up in a mould, not made flat. This is the way automobile tires are constructed. In the Gridiron tread there is plenty of rubber in contact with the ground to afford security on wet asphalt; but there is, at the same time, enough open space between the ridges of the tread to make the tire positively non-skidding in mud and over frozen roads.

GRIDIRON TREAD



WILL NOT SKID

MOULDED TO SHAPE FLEXIBLE TOUGH NON-SKIDDING

We have been building automobile, bicycle and carriage tires since 1895, and there is all the experience gained in these many years incorporated in the construction of the Gridiron Tread motorcycle tire. Our factory is equipped with the most modern facilities for turning out good tires, and we aim to supply motorcycle tires so good that you will always ride on them.

Ask for our motorcycle booklet with the "Reasons Why," which will be ready soon.

Manufactured By

THE KOKOMO RUBBER COMPANY

South Main Street, KOKOMO, IND.

MOTORCYCLE MART

BUY: SELL: EXCHANGE

TWO CENTS A WORD CASH WITH COPY

A MOTORCYCLE DESIGNER OF NINE YEARS' experience, who is a first-class demonstrator, hill-climber and competition rider, a capable advertisement and business man, with advanced ideas on motorcycle and tricar construction, at present with leading automobile company, desires a position with any well-known manufacturer of motorcycles or light cars. Address Designer, care MOTORCYCLE ILLUSTRATED.

FOR SALE.—Two (2) new 1908 3½-h. motorcycles. Cause sale—closing out agency. Send stamp for particulars. 602 Conkey street, Burlington, Wis.

$65 TAKES IT.—Exceptionally good 1906 Indian, special battery case, Persons tool box, extra drive chains and links for same, extra exhaust valve spring, large brass horn and other small tools. Photos supplied. Alex Henderson, Box 305, Flemingsburg, Ky.

G. & A. CARBURETORS.—Adopted by the leading American Automobile Manufacturers for 1909 season. Economical, fast, and absolutely automatic. Motorcycle sizes, $15. George V. Lyons Motor Co., 2384 Broadway, New York.

FOR SALE.—3-H. 1908 Merkel, in good condition, $150. F. E. Bloomfield, Decorah, Iowa.

A SNAP.—1908 M M. in fine shape, 3½-h., with new Schebler carburetor. Has luggage carrier, lamp, horn, tools and one extra tire. New machine, has been used very little. Price complete, $160. Address Budd Armstrong, 1109 Cherry street, Seattle, Wash.

MACHINIST, with twenty years' shop experience, wishes work in motorcycle repair shop or factory; is willing to go anywhere in the United States. Address at any time, Machinist, care MOTORCYCLE ILLUSTRATED.

FOR SALE.—1908 twin-cylinder Indian with Bosch magneto and Bailey tread tires. Good as new. Will sell for best offer. Ira C. Coombs, 154 West street, Worcester, Mass.

F. N. 1908 MODEL.—In first-class condition, $250. One F. N. sidecar, $50. F. H. Alexander, Lexington, Ky.

MOTORCYCLISTS.—we have something that you need and will want when you know about it. Send for particulars. Motorcycle Specialty Co., 258-B Columbus avenue, Boston, Mass.

EVERY machine entered in the big Los Angeles Derkum benefit race meet, at the Ascot Park oval, on November 29, was equipped with G & J motorcycle tires. Tire troubles were unknown; there was not a single rider compelled to stop for an instant on this account. At this meet several new world's and state records were set up, notably Fred Huyck's 1 minute 1 second flat for the standing-start mile. The G. & J. Tire Company use a big two-page "ad" in the center of this paper to tell about it. Read it, and read the story of the meet on another page; it will then be apparent why the G & J Company "holler."

IT was, perhaps, unknown to many readers of the recent Judges' Report of the nine-hundred mile A. C. U. British Reliability Trials, that the "Kumfo Grip," reported by them as "certainly an improvement on the usual fitting," is none other than the well-liked Mattson Grip. This grip has become very popular among riders in this country, and is now gaining great favor abroad, especially in Great Britain. The Mattson Rubber Company, of Lodi, N. J., have been marketing the grip, which is made up with a soft sponge-rubber core that absorbs much of the handlebar vibration, especially for motorcycle use. For further information see the Mattson "ad" in this issue, or better still, write the Mattson Rubber Co., Lodi, N. J.

PROSPERITY has attended the Albany, N. Y., agent for the Indian, R. S. and Curtiss machines this past year. He is F. W. Anderson, and he has just moved into a new store, 45x100 feet, at 147 Hudson avenue. This he has fitted up with new machinery for making all motorcycle repairs. He carries a full line of parts for the above machines, and also turns out a number of stands and luggage carriers.

Look for cuts of our full line of M.M.'s in next issue.

The progressive dealer should close NOW

American Motor Co.

Brockton, Mass.

FACTORY REPRESENTATIVE:

MR. GEO. P. JENKINS, 10 West 60th Street
NEW YORK CITY

PACIFIC COAST DISTRIBUTOR:

MR. LINCOLN HOLLAND, 1034 So. Main St.
LOS ANGELES, CAL.

Motorcycle Show

Held in connection with the

Boston Automobile Show

Mechanics Building Boston

March 6th to 13th

WILL BE THE LARGEST AND MOST COMPLETE EXHIBIT OF ITS KIND EVER HELD

For information address
CHESTER I. CAMPBELL, Gen'l Manager
5 Park Square, Boston

FIRST AND ONLY COMPLETE

EXHIBIT

OF

1909 Motorcycles and Accessories

AT THE

NINTH NATIONAL AUTOMOBILE SHOW

At MADISON SQUARE GARDEN JANUARY 16th to 23rd, 1909

Under the Auspices of
ASSOCIATION OF LICENSED AUTOMOBILE MANUFACTURERS

THE MOTOR CYCLE MANUFACTURERS ASSOCIATION will exhibit in no other show in New York this season

The following firms will exhibit

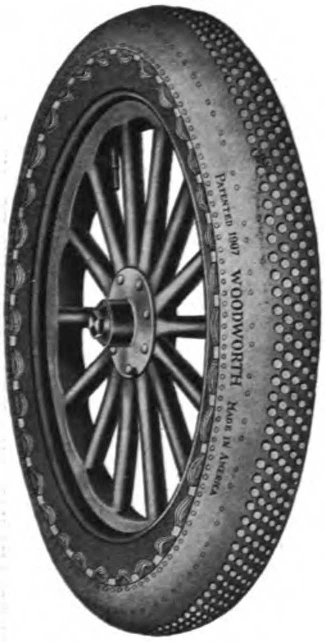
MOTORCYCLES

American Motor Co.
Auto-Bi Co.
Aurora Automatic Machinery Co.
Consolidated Mfg. Co.
Crouch Motor Co.
G. H. Curtiss Mfg. Co.
Excelsior Supply Co.
Harley-Davidson Motor Co.
Hendee Mfg. Co.
Merkel-Light Motor Co.
New Era Gas Engine Co.
N. S. U. Motor Co.
Ovington Motor Co.
Pierce Cycle Co.
Reading Standard Co.
Reliance Motorcycle Co.
Thiem Mfg. Co.
Walton Motor Co., Inc.

ACCESSORIES

F. A. Baker & Co.
Eclipse Machine Co.
H. & F. Mesinger Mfg. Co.
Motor Car Equipment Co.
New Departure Mfg. Co.
Persons Mfg. Co.

Admission, 50 Cents ***Tuesday and Thursday, $1.00***



WOODWORTH
Self-Adjusting Tread

The newest and neatest. Easily attached to the tire and adjusts itself quickly without straps or buckles, and stays adjusted.

Gives the tire absolute protection, is puncture proof and prevents skidding. Presents an armored surface to the road and shields the tire perfectly. Is quite invisible when the wheel is in motion.

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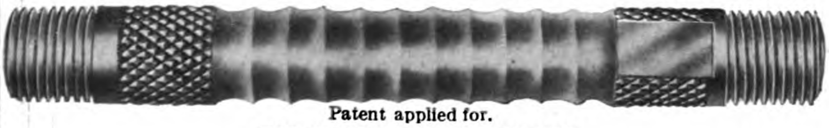

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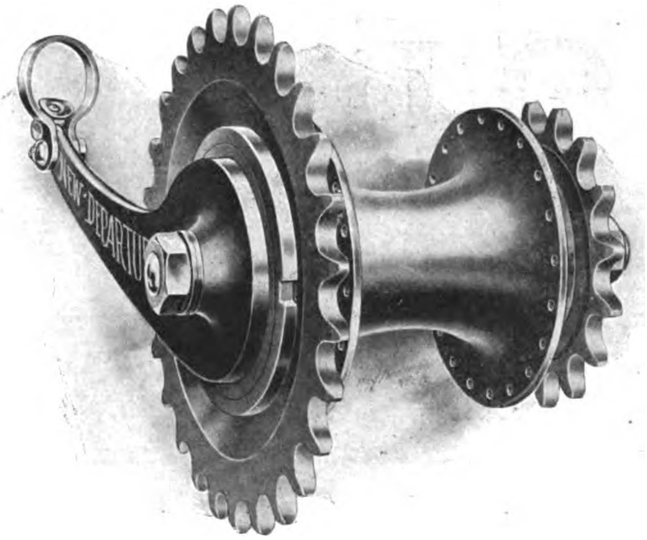

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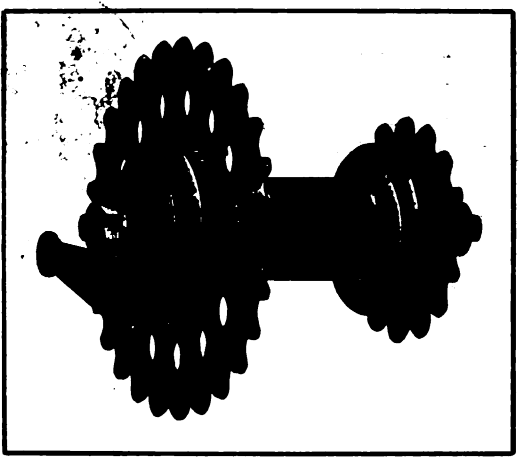

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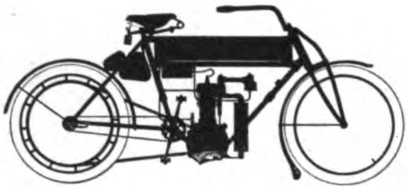

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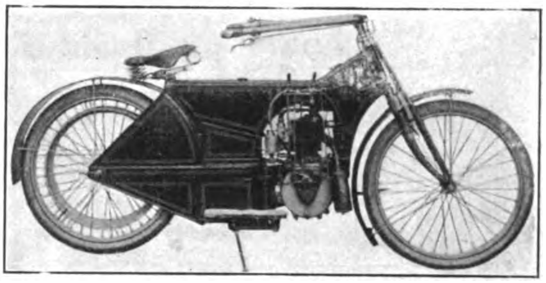

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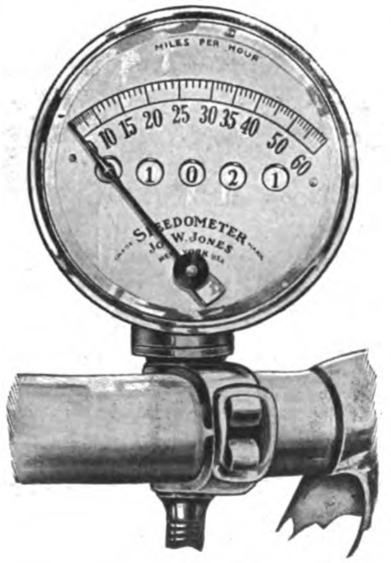

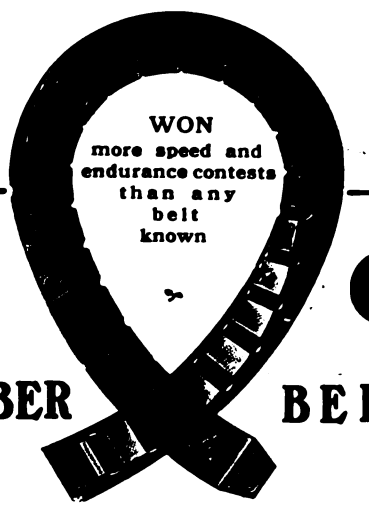
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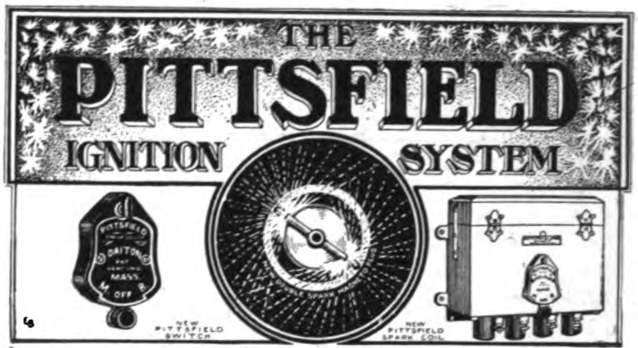
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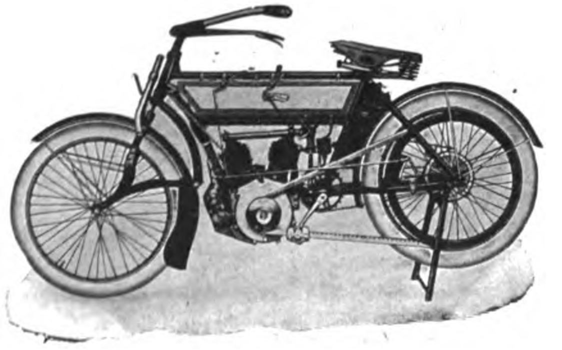

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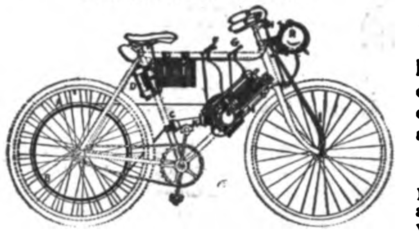

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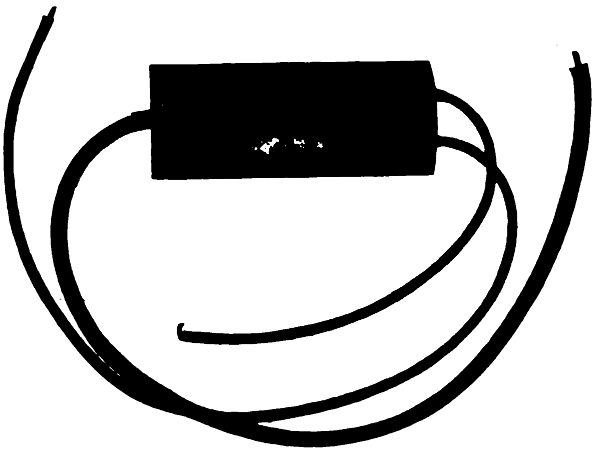

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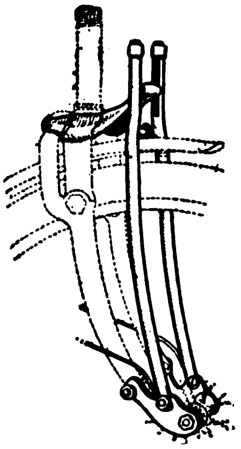

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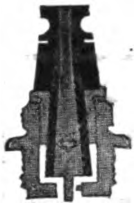

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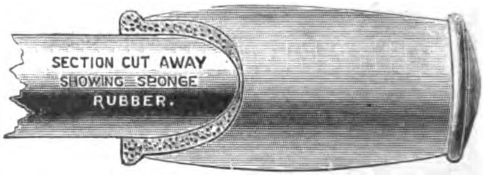

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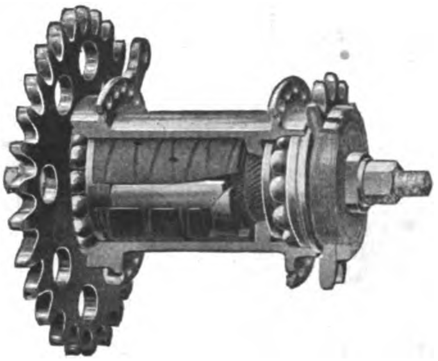

¶ The Eclipse Motorcycle Coaster Brake is not a Bicycle Coaster Brake made heavier for Motorcycle use. It is correctly designed for use on Motorcycles, especially adapted with Eclipse Ball Retainers which permit of a full row of ⅜ inch balls, ensuring perfection in coasting.

¶ The largest braking surface ever used. Only eight parts. No small or delicate parts to get out of order. Guaranteed for use and abuse.

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"Ixion," the Noted English Expert, in an Editorial in the English "Motor Cycle," Speaking of the F. N. Big Four, Says:

"I heard it asked the other day why the F. N. Four Cylinder Motor Cycle had such a big vogue in the United States. Many answers were suggested by an interested circle of enthusiasts, but a ride on my own in very hilly country has taught me what I am convinced is the main weight of reason. I was accompanied by three or four men on the popular machines of the day, viz., big twins, geared 4 to 1, and 3½ H. P. single cylinders, geared to a similar ratio. My four cylinder was geared 6 to 1. We encountered a number of twisty corners on terrifying gradients, and whereas the other machines balked, had to be taken down and reversed for a fresh rush, or were alternatively assisted by that awkward form of pedalling necessitated when a frame measures on 18 inches and a leg 32 inches, my own four cylinder roared round the angles and up the steeps without a falter. It was all a question of gear. And not only was the four cylinder geared low, but it was the only machine of the bunch capable of being suitably geared, for if the rival machines had possessed the small engine pulleys essential for a 6 to 1 gear, they would have eaten up two belts apiece per diem. Hence the popularity of the four cylinder in the States. Road conditions there are often vile; full engine power at low road speeds is a touring necessity; and a belt drive cannot sufficiently supply this combination. Hence the vogue of the machine with a gear drive."

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